

15. Land Use

This chapter describes the existing land use in Livermore. “Livermore,” as used in this report, describes the City of Livermore and immediately surrounding area within the Urban Growth Boundary (UGB) and Sphere of Influence (SOI). See Chapter 1, Introduction, for more information on these boundaries.

15.1 REGULATORY FRAMEWORK

This section summarizes regulations for land use at the federal, state, regional, and local level.

15.1.1 FEDERAL REGULATIONS

Several federal statutes affect land use and development in Livermore.

15.1.1.1 FEDERAL AVIATION ADMINISTRATION

The Federal Aviation Authority (FAA) guides the establishment of height, safety, and noise standards for properties close to airports. A portion of Livermore lies within the area of influence of the Livermore Municipal Airport and is subject to FAA standards. The Livermore Airport Land Use Compatibility Plan (LALUCP) Comprehensive Airport Land Use Plan for Alameda County was adopted in 2012. California Government Code, Section 65302.3, requires local governments to update their general plans, specific plans, and land use regulations to be consistent with the airport land use plan. Proposed new and amended general plans, specific plans, land use ordinances, regulations, and facility master plans must be submitted to the airport land use commission for review.

15.1.2 STATE REGULATIONS

This section describes the state regulatory framework related to land use and community character in the Livermore Planning Area.

15.1.2.1 GENERAL PLAN LAW

California Government Code, Section 65300, regulates the substantive and topical requirements of general plans. State law requires each city and county to adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning.” The California Supreme Court has called the general plan the “constitution for future development.” It expresses the community’s development goals and embodies public policy for the distribution of future land uses, both public and private.

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Since the general plan affects the welfare of current and future generations, State law requires that it take a long-term perspective (typically 15 to 25 years). The general plan anticipates conditions and needs into the future and establishes long-term policy for day-to-day decision making.

In addition, Section 65301 of the California Government Code requires a general plan to address the geographic territory of the local jurisdiction and any other territory outside its boundaries that bears relation to the planning of the jurisdiction. The jurisdiction may use judgment in determining what areas outside of its boundaries to include in the planning area. The State of California General Plan Guidelines states that the planning area for a city should include (at minimum) all land within the city limits and all land within the city's SOI.

15.1.2.2 SPECIFIC PLAN LAW

California Government Code, Section 65451, regulates the substantive and topical requirements of specific plans. A specific plan is a tool for the systematic implementation of the general plan, similar to zoning regulations, and establishes a link between implementing policies of the general plan and individual development proposals. A specific plan differs from zoning in that it applies to a defined geographic area and has tailored development regulations. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction on every facet of development, from the type, location, and intensity of uses to the design and capacity of infrastructure.

15.1.2.3 CORTESE-KNOX ACT

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 establishes a Local Agency Formation Commission (LAFCo) in each county in California and authorizes these commissions to review, approve, or deny proposals for boundary changes and incorporations for cities, counties, and special districts. The LAFCo establishes an SOI for cities within their jurisdiction that describes the city's probable future physical boundaries and service area. The Livermore SOI is regulated by the Alameda County LAFCo. The Livermore SOI is shown in Chapter 1, Introduction, Figure 1-2.

15.1.2.4 SENATE BILL 330 AND SENATE BILL 8

Senate Bill (SB) 330 is a sweeping bill aimed at ensuring zoning-compliant housing projects are approved by streamlining project approvals and preventing local actions that reduce housing capacity. SB 8 was a follow-on bill to SB 330 that was passed in 2021. It extended the sunset date of SB 330 provisions from 2025 to 2031. This section discusses SB 330, as amended by SB 8.

SB 330 requires that local jurisdictions not impose upon proposed housing projects new standards or requirements that were not in place at the time an application was deemed complete; to this end, SB 330 also provides a statutory definition of "deemed complete." SB 330 also prohibits jurisdictions from conducting more than five public hearings for a project if it complies with applicable objective general plan and zoning standards in effect at the time an application was deemed complete. The subject project must be approved or disapproved at one of those five public hearings.

SB 330 makes numerous changes to the permit streamlining act to accelerate production of new housing. SB 330 generally requires local jurisdictions to make determinations regarding whether a project location is a historic site by the time an application is deemed complete. It also requires jurisdictions compile and make available to both individual applicants and the public a list of all information required from an applicant for a housing development project. A “housing development project” includes projects that involve discretionary or non-discretionary approvals or both and can be construction of one dwelling unit. SB 330 specifies that when an application is deemed incomplete, a jurisdiction must promptly provide the applicant with “a list and a thorough description of the specific information needed to complete the application.” Applicants are then given an opportunity to respond and/or appeal and jurisdictions must then respond in turn within a certain amount of time. SB 330 also creates a new “preliminary application” process designed to allow an applicant to submit initial project plans to a jurisdiction and receive notice of any missing or incomplete information in a timely manner. SB 330 includes detailed provisions regarding the content and process for “preliminary” applications.

SB 330 prohibits down-zonings in “affected” cities and counties across the entire State of California. Affected cities are any city, including a charter city, that is in an urbanized area designated by the US Census Bureau. This includes Livermore and 445 out of the 482 cities in the state. This means city councils, boards of supervisors, planning commissions, zoning boards, and the electorate (by means of a referendum) in these cities are all prohibited from: (1) acting to reduce the allowed intensity or number of units for residential land uses/parcels individually or cumulatively; (2) imposing or enforcing a moratorium on housing development; (3) imposing any new non-objective design standards on proposed developments; or (4) implementing or enforcing limits on the number of residential building permits issues, subject to certain exceptions. In certain cases, reductions in density/intensity are allowed, provided that those reductions are cancelled out by an increase elsewhere.

Finally, SB 330 prohibits the demolition of residential units unless at least the same number of new units will be provided by the project. If a project would demolish “protected units,” which includes units subject to affordability covenants, units subject to rent or price control, and units rented by low or very low income households over the past five years, then tenants of those units must be offered relocation assistance, and lower-income householder must have a right of first refusal for the new housing. SB 330 specifies that if local jurisdictions apply more stringent demolition protections for current residents, this law will not supersede them. Local jurisdictions are also required to supply certain information necessary to demonstrate compliance with the statute.

15.1.3 REGIONAL REGULATIONS

15.1.3.1 ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG)

The Association of Bay Area Governments (ABAG) is the state-designated Council of Government (COG) for Alameda County, Contra Costa County, Marin County, Napa County, San Francisco County, San Mateo County, Santa Clara County, Solano County, and Sonoma County. ABAG is responsible for taking the overall Regional Housing Needs Allocation (RHNA) provided by the State and preparing a formula for allocating that housing need by income level across its jurisdiction. ABAG produces growth forecasts so that other regional agencies, including the Metropolitan Transportation Commission (MTC), the federally designated

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Metropolitan Planning Organization (MPO), can use the forecast to make project funding and regulatory decisions.

15.1.3.2 ABAG METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY

Plan Bay Area 2050 is an integrated long-range transportation and land-use/housing plan for the San Francisco Bay Area, prepared by MTC and the Association of Bay Area Governments (ABAG). It includes the Bay Area's Regional Transportation Plan (RTP), which MTC updates every four years, and ABAG's demographic and economic forecast. Plan Bay Area 2050 does not alter or replace local land use policies; the City retains local land use authority. However, Plan Bay Area 2050 is intended to identify a regional pattern of land use, and associated transportation investments, that would achieve the goals of the plan.

ABAG/MTC adopted Plan Bay Area 2050 on October 21, 2021. It combines three initiatives: Sustainable Communities Strategy (SCS), RTP, and RHNA into a single, integrated regional plan. For example, RTPs traditionally include land use projections. Plan Bay Area's distribution of growth is the SCS. SB 375 also stipulates that the SCS will identify areas to accommodate the RHNA. State law requires that the RHNA follow the development pattern specified in the SCS.

Plan Bay Area 2050 was prepared in response to the California Sustainable Communities and Climate Protection Act of 2008 (SB 375), which requires each of the state's metropolitan areas to reduce greenhouse gas (GHG) emissions from cars and light trucks. It is based on guiding principles of creating a more affordable, connected, diverse, healthy, and vibrant Bay Area. It includes strategies in the following categories, with an estimated total cost of \$1.4 trillion:¹

- Housing Strategies: Strengthen renter protections, preserve existing affordable housing, build new deed-restricted affordable housing, allow a greater mix of housing densities and types, require 10 to 20 percent affordable units in new market-rate housing developments, transform aging malls and office parks into neighborhoods with housing, provide mortgage assistance in Equity Priority Communities,² and accelerate the reuse of publicly owned land for mixed-income housing and essential services.

¹ Association of Bay Area Governments and Metropolitan Transportation Commission, Plan Bay Area 2050 Executive Summary, October 21, 2021.

https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Exec_Summary_October_2021.pdf, accessed online January 27, 2021.

² Plan Bay Area 2050 defines Equity Priority Community as "a geographic area (census tract) that has a concentration of both residents of color and residents with low incomes, or that has a concentration of residents with low incomes and any three or more of the following six factors: people with limited English proficiency, zero-vehicle households, seniors aged 75 years and over, people with one or more disability, single-parent families, and renters spending more than 50% of their household income on housing."

- Economic Strategies: Provide an average \$500 per month universal basic income to all Bay Area households, expand job training and incubator programs, invest in high-speed internet in underserved low-income communities, allow greater commercial densities in select Priority Development Areas³ and Transit-Rich Areas,⁴ provide incentives to employers to relocate offices to housing-rich areas near regional rail stations, and to retain and invest in key industrial lands.⁵
- Transportation Strategies: Maintain existing road and transit infrastructure, fund transportation enhancements in Equity Priority Communities, enable a seamless mobility experience, reform regional transit fare policy, implement per-mile tolling on congested freeways with transit alternatives, improve interchanges and highway bottlenecks, support additional local investments, enhance streets to promote walking and biking, advance a regional Vision Zero policy,⁶ enhance local transit, expand and modernize the regional rail network, and build an integrated regional express lane and express bus network.
- Environmental Strategies: Adapt to sea-level rise; provide support for retrofitting existing homes; support carbon-neutral commercial and public buildings; maintain urban growth boundaries; protect and manage conservation lands; modernize and expand parks and trails; expand commute trip-reduction programs; expand clean vehicle initiatives; and expand transportation demand-management initiatives like vanpools, bikeshare, carshare, and parking fees.

Plan Bay Area 2050 forecasts that, if all these strategies are implemented, the costs of housing and transportation in the Bay Area would decrease; new job growth would be supported without having to import long-distance commuters from outside the region; about half of the population would live within a half-mile of transit; fewer people would drive alone to work; and GHG emissions would decrease significantly and enable the region to meet the current State mandate of a 19-percent reduction in per-capita GHG emissions by 2035.

ABAG has historically created population and household projections that are the basis for the regional Air Quality Management Plan and RTP. ABAG projections have practical consequences that shape growth and environmental quality and the general plans, zoning regulations, and growth-management programs of local jurisdictions inform the ABAG projections. As of early 2022, jurisdiction-level projections based on Plan Bay Area 2050 are not currently available. ABAG has published a Growth Pattern document that shows 2050 housing and job projections for 34 subcounty areas, called “superdistricts.” Livermore is in superdistrict 15, East Alameda County, which also includes Dublin, Pleasanton, and surrounding rural

³ Plan Bay Area 2050 defines Priority Development Area as “areas generally near existing job centers or frequent transit that are locally identified (i.e., identified by towns, cities or counties) for housing and job growth.”

⁴ Plan Bay Area 2050 defines Transit-Rich Area as “areas near rail, ferry or frequent bus service that were not already identified as PDAs. Specifically, these are areas where at least 50% of the area is within 1/2 mile of either an existing rail station or ferry terminal (with bus or rail service), a bus stop with peak service frequency of 15 minutes or less, or a planned rail station or planned ferry terminal (with bus or rail service).”

⁵ Plan Bay Area 2050 identifies these as “Priority Production Areas (PPAs): Locally identified places for job growth in middle-wage industries like manufacturing, logistics or other trades. An area must be zoned for industrial use or have a predominantly industrial use to be a PPA.”

⁶ “Vision Zero” is a nationwide movement to reduce traffic injuries to zero. MTC has adopted a Regional Safety/Vision Zero policy to work with partner agencies to eliminate traffic deaths and serious vehicular injuries in the Bay Area by 2030. See <https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/regional-safetyvision-zero>

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areas. Plan Bay Area 2050 projects that by 2050, the East Alameda County superdistrict will include 132,000 households and 156,000 jobs.⁷

15.1.3.3 ALAMEDA COUNTY GENERAL PLAN

The Alameda County General Plan consists of three area plans: the Eden Area General Plan, the Castro Valley General Plan, and the East County Area Plan. Of the three plans within the County's General Plan, the East County Area Plan is the most relevant and related to Livermore's General Plan Update project because it regulates the County lands outside of the city limits. In addition, the East County Area Plan's planning area includes the City of Livermore. In November 2000, Alameda County voters passed Measure D amending the East County Area Plan, which directed the County to withdraw from the North Livermore Joint Planning Agreement, essentially removing urban land uses and urban reserve areas from unincorporated areas of Alameda County. As a result, there are only four remaining designations in the unincorporated areas outside of Livermore:

- **Large Parcel Agriculture:** Allows for a minimum parcel size of 100 acres. Residential buildings are limited to 12,000 square feet, including accessory buildings. Non-residential buildings are allowed a maximum floor area ratio (FAR) of 0.01, but not less than 20,000 square feet.
- **Resource Management:** Allows for a minimum parcel size of 100 acres and a maximum building intensity of 0.01. Residential buildings are limited to 12,000 square feet in area.
- **Water Management Land:** Residential and residential accessory buildings are limited to 12,000 square feet, located on a contiguous development envelope not to exceed two acres.
- **Rural Density:** Minimum parcel size is five acres and no more than one residential unit is allowed on the parcel, except for allowable secondary units. Residential buildings, including accessory buildings, are capped at 12,000 square feet.

15.1.4 LOCAL REGULATIONS

15.1.4.1 LIVERMORE 2003-2025 GENERAL PLAN

Every city and county in California must adopt a General Plan. A General Plan sets specific goals, policies, and actions related to a range of civic issues. These issues are organized into topic-specific "Elements," or chapters, of its General Plan. The following eight Elements are required by California law: Land Use, Open Space, Transportation, Housing, Conservation, Safety, Noise, and Environmental Justice (for cities that have disadvantaged communities). These Elements can be combined or presented in any order that best fits the community.

⁷ Association of Bay Area Governments and Metropolitan Transportation Commission, The Final Blueprint Growth Pattern, January 21, 2021, https://www.planbayarea.org/sites/default/files/FinalBlueprintRelease_December2020_GrowthPattern_Jan2021Update.pdf, accessed online January 27, 2022.

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The City of Livermore 2003-2025 General Plan contains goals, policies, and actions related to land use. As part of the General Plan Update, it is likely that some existing General Plan goals, policies, and actions could be amended, substantially changed, or new policies could be added. The Land Use Element in its entirety is related to land use; every goal, policy, and action will not be included in Table 15-1. For the complete Land Use Element, please go on the City’s website. A selection of the most relevant goals, policies, and actions are identified in Table 14-1.

TABLE 15-1 LIVERMORE 2003-2025 GENERAL PLAN GOALS RELEVANT TO LAND USE

Goal	Description
LU-1	Protect the unique qualities of Livermore, which include a historic Downtown, a variety of residential neighborhoods, vineyards, ranches, natural habitats and open space. Policies and Actions under Goal LU-1 preserve the existing natural and built environment in relation to North Livermore, Downtown Livermore, and other existing neighborhoods.
LU-2	The City recognizes that it has an overriding responsibility to promulgate policies and programs, which will result in the management of growth to best serve the health, safety, and general welfare of its residents. Policies and Actions under goal LU-2 describe the manner in which new housing is developed, maintained, and managed to fit Livermore’s character.
LU-3	Provide areas for high-density mixed-use development near transit. Policies and Actions under LU-3 describes the Isabel Neighborhood Specific Plan that directs development in that area to follow Transit Oriented Developed (TOD) direction. The specific plan will direct the land use, provision of financing of public services and facilities, open space preservation, visual resources, and recreational amenities, and shall include mitigation measures to reduce environmental impact on existing neighborhoods.
LU-4	Ensure that new development mitigates significant environmental, design, and infrastructure impacts. Policies and Actions under goal LU-4 ensures that new development is compatible with the Municipal Airport and is evaluated to have minimal impact on the natural environment and health, safety, and welfare of Livermore residents.
LU-5 – LU-12	Goal LU-5 – Goal LU-12 contain policies and actions that regulate the development and land uses in North Livermore. These policies and actions affect the urban growth boundary, protect the rural nature of North Livermore, coordinates development to minimize environmental and visual impact on the environment, and manages the growth and housing supply in this area.
LU-13 – LU-20	Goal LU-13 – Goal LU-20 contain policies and actions that regulate the development and land uses in South Livermore. These policies and action encourage South Livermore to retain their rural qualities and viewsheds while promoting an agriculture, viticulture centric region.

Source: City of Livermore, 2003-2025 Livermore General Plan.

North Livermore Urban Growth Boundary Initiative

The Livermore City Council adopted the North Livermore Urban Growth Boundary Initiative (NLUGBI) on December 16, 2002, after this ordinance had qualified for placement on the ballot. The NLUGBI “established a coherent and logical pattern of urban uses that protects and enhances open space and agricultural uses by providing a clear and permanent boundary for urban uses within the City’s Planning Area.”⁸ The provisions of the NLUGBI are identified throughout the Land Use Element and other sections of the 2003-2025 General Plan in *italics*. All text in italics cannot be amended or repealed, unless approved by a majority of the Livermore electorate prior to amendment/alteration of the policy.

⁸ City of Livermore, 2003-2035 Livermore General Plan, Goal LU-5.

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South Livermore Urban Growth Boundary Initiative

Livermore voters approved the South Livermore Urban Growth Boundary Initiative on March 7, 2000. The initiative commits the City to “Maintain a permanent UGB on the City’s southern edge (as indicated in Figure LU 3-6 and the City’s Land Use Map) beyond which urban development shall not be permitted. Non-urban uses, such as agriculture, parks, and open space may be permitted within and beyond the South Livermore UGB.”⁹ The text of the initiative is shown in the Land Use Element in *italics*. Initiative text shown in italics cannot be amended or repealed, unless approved by a majority of the Livermore electorate prior to amendment or alteration.

15.1.4.2 LIVERMORE 2003-2025 GENERAL PLAN LAND USE DESIGNATIONS

This section describes the existing General Plan Land Use designations. As shown on Figure 15-1 and Table 15-2, the existing General Plan Land Use map designates most of the land within the City Limits for urban uses. General Plan land uses include primarily medium- to high-density residential with lower-density residential uses at the periphery of the city. Urban medium- to high-density residential surrounds the downtown core and can also be found in small pockets in the rest of the City. Commercial-designated land uses are distributed throughout Livermore and are concentrated in the downtown and along major arterials and the Interstate (I-) 580 corridor. Land designated for industrial uses are found at the outer eastern and western ends of the city. Community facility uses, including schools, parks, and government buildings, are scattered throughout the city. The existing land use of a property may or may not be consistent with the existing General Plan Land Use map designation shown in Figure 15-1. Furthermore, some land use designations could change as part of the General Plan Update.

Table 15-2 shows the comparative acreages of General Plan land use designations on the current General Plan land use map.

TABLE 15-2 LIVERMORE 2003-2025 GENERAL PLAN LAND USE CATEGORIES ACREAGES

General Plan Land Use Category	Acres	Percentage of Total
Residential	7,126	33.7%
Commercial	563	2.7%
Mixed Use	62	0.3%
Mixed Use - Isabel Neighborhood Specific Plan	1,042	4.9%
Open Space	6,268	29.6%
Industrial	1,910	9.0%
Community Facility	2,167	10.2%
Downtown Area Specific Plan	258	1.2%
South Livermore Valley Specific Plan	1,770	8.4%
Other Designations	3	0.01%
TOTAL	21,169	100%

Source: City of Livermore, 2021

⁹ City of Livermore, 2003-2035 Livermore General Plan, Goal LU-18.

Residential

- Rural Residential (RR)
- Urban Low Residential (UL)
- Urban Low Medium Residential (ULM)
- Urban Medium Residential (UM)
- Urban Medium High Residential (UMH)
- Urban High Residential (UH); UH-6

Commercial

- Neighborhood Commercial (NC)
- Service Commercial (SC)
- Highway Commercial (HC)
- Office Commercial (OC)
- Large Office Commercial (LOC)
- Community Serving General Commercial (CSGC)

Mixed Use

- Isabel Neighborhood Specific Plan (INSP)
- Neighborhood Mixed Low Density (NML)
- Neighborhood Mixed Medium Density (NMM)
- Neighborhood Mixed High Density (NMH)

Open Space

- Parks, Trailways, Recreation Areas (OSP)
- Limited Agriculture (LDAG)
- Agriculture/Viticulture (AGVT)
- Hillside Conservation (HLCN)
- Large Parcel Agriculture (LPA)
- Resource Management (RMG)
- Sand and Gravel (S&G)
- Water Management Lands (WML)

Industrial

- Business and Commercial Park (BCP)
- Low Intensity Industrial (LII)
- High Intensity Industrial (HII)

Community Facility

- Elementary School (CF-E)
- Fire Station (CF-FS)
- Intermediate School (CF-I)
- High School (CF-H)
- Community College (CF-JC)
- School General (CF-S)
- Research and Development (CF-R&D)
- Hospital (CF-HOSP)
- Civic Center (CF-CC)
- Cemetery (CF-CE)
- Government Services (CF)
- Airport (CF-AIR)
- Bart Station Parking (BART)

Other

- Downtown Area Specific Plan (DA)

South Livermore Valley Specific Plan

- Residential Development Area (SV-RDA)
- Agricultural Preserve (SV-AP)
- Regional Open Space (SV-ROS)
- Vineyard Commercial (SV-VC)

Legend

- Sphere Of Influence
- Urban Growth Boundary
- City Limits

Scale

0 0.5 1 Miles

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Residential Development

There are 13 residential land use designations in the 2003-2025 General Plan that accommodate a variety of densities and housing styles. The residential designations include rural residential, urban low residential, urban low medium residential, urban medium residential, urban medium high residential, and urban high residential. Residential land use designations represent nearly 34 percent of the land on the General Plan land use map.

Rural Residential (RR) (1 dwelling unit per acre [du/ac] – 5 du/ac)

The Rural Residential designation encourages large-lot development with a rural character, generally on the urban edge. This designation provides a transition between developed areas and the agricultural and open areas surrounding the community.

Urban Low Residential (UL) (1.0 du/ac – 1.5 du/ac)

Areas designated as Urban Low Residential may be either rural in character or may be developed at a higher density with compensable open space using clustering of development.

Urban Low Medium Residential (ULM) (2.0 du/ac – 3.0 du/ac)

The Urban Low Medium Residential designation applies to a significant portion of the city used for residential purposes, as identified on the General Plan land use map. These areas provide a transition from lower densities at the edges of town to the higher densities in the center of the community.

Urban Medium Residential (UM) (3.0 du/ac – 4.5 du/ac)

The Urban Medium Residential designation also applies to a significant area used for residential land uses. These areas are generally closer to the center of the community and in areas surrounding commercial development.

Urban Medium High Residential (UMH) (4.5 du/ac – 6.0 du/ac)

This designation accommodates a higher-density development than Urban Low Medium and Urban Medium designations. This designation encourages the use of “clustering” residential development patterns to ensure the reservation of urban open spaces.

Urban High Residential (UH) (Categories 1-6)

These designations accommodate the highest range of residential densities in the city. They provide attached housing types, such as townhouses, garden apartments, and apartments. UH categories 1-6 are described here and follow a UH-1 to UH-6 designation.

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Urban High Residential (Category 1: 6 - 8 du/ac)

Category 1 of this designation is allowed in the central and outlying areas within the city. Both attached and detached units are possible under this designation.

Urban High Residential (Category 2: 8 - 14 du/ac)

Category 2 of this designation is allowed in the central and outlying areas within the city. Townhouses and duplexes are typical under this designation.

Urban High Residential (Category 3: 14 - 18 du/ac)

Category 3 is in areas near major roads with adequate infrastructure, public services, and amenities to support higher densities. This category is intended to provide housing opportunities for all income groups in the community, including affordable housing. Townhouses and garden apartments are typical under this designation.

Urban High Residential (Category 4: 18 - 22 du/ac)

Category 4 is in areas near major roads, with adequate infrastructure, public services, and amenities to support higher densities. This category is intended to provide housing opportunities for all income groups in the community. Townhouses and apartments are typical under this designation.

Urban High Residential (Category 5: 22 - 38 du/ac)

Category 5 is in areas in or adjacent to Transit-Oriented Development (TOD), near major roads with adequate infrastructure, public services, and amenities to support higher densities. This category is intended to provide housing opportunities for all income groups in the community, including affordable housing. Primarily apartments, condominiums, and townhouses are typical under this designation. To allow flexibility in applying the density range, this category is further divided into UH-5a, which allows 22 to 30 du/acre and UH-5b, which allows 30 to 38 du/acre.

Urban High Residential (Category 6: 38 - 55 du/ac)

Category 6 is in areas in or adjacent to TOD, near major roads with adequate infrastructure, public services, and amenities to support higher densities. This category is intended to provide housing opportunities for all income groups in the community, including affordable housing. Primarily apartments, condominiums, and townhouses are typical under this designation.

Commercial Development

There are six commercial use designations on the General Plan land use map. These designations are service commercial, highway commercial, neighborhood commercial, community-serving general commercial, office commercial, and mixed use. Commercial designations encourage a range of conveniently located goods and services that meet the needs of Livermore residents, and also include

measures to reduce competition between downtown and other large retail centers in the city. Allowed building intensities for commercial uses are described by FAR. Commercial land use designations represent 3 percent of the land on the General Plan land use map.

Service Commercial (SC, 0.30 FAR)

Service Commercial uses, which support other activities in the downtown, include auto sales and service, nurseries, home maintenance centers, and wholesale establishments. This designation is applied to areas outside of the downtown along major streets, in the general vicinity of freeway interchanges, or at other locations with significant access potential from the community at large.

Highway Commercial (HC, 0.30 FAR)

The Highway Commercial designation is applied to commercial development near I-580 interchanges and is intended to primarily serve the traveling public. Future expansion of highway commercial development shall be limited to the freeway interchange locations that are consistent with visual resource policies. Appropriate uses include hotels and motels, restaurants, and motor vehicle and gasoline service stations. Additional uses include freeway-dependent uses and freeway signs, which provide services to the traveling public and allow for convenient freeway access. Since Highway Commercial areas are also visible from the interstate and function as gateways to the community, the City shall prepare specific development plans for these areas to ensure they are attractive. Freeway uses and signs shall be within freeway quadrants to provide services to the traveling public while allowing for visibility and convenient freeway access.

Neighborhood Commercial (NC, 0.30 FAR)

Neighborhood Commercial areas will serve neighborhood convenience shopping needs. Neighborhood Commercial areas are defined as planned commercial centers, with a grocery store and smaller supporting uses on a major arterial. Neighborhood Commercial areas shall be limited to general daily service needs. Examples of uses that serve a daily need are large grocery stores, drug stores, informal restaurants, video stores, and personal services, such as beauty salons and dry cleaners. Examples of existing Neighborhood Commercial areas in Livermore are Vintner Square (First and P Streets), Arroyo Park (First Street and Las Positas Road), Granada Shopping Center (Concannon Boulevard and Holmes Street), Portola Village (Portola Avenue and North Livermore Avenue), and Peppertree Plaza (Murrieta Avenue and Stanley Boulevard). Neighborhood-serving professional and commercial office space, such as real estate offices, law offices, insurance agencies, or medical offices, are also appropriate.

Community Serving General Commercial (CSGC, 0.30 FAR)

The Community Serving General Commercial (CSGC) designation provides for commercial uses appropriate to locations outside of the downtown, in areas with significant access potential from the region and the community at large. The CSGC designation identifies locations along major streets, and adjacent and accessible to a highway or freeway, where any one or combination of significant community-serving retail, office, and service activity is appropriate. A broad range of potential commercial uses are appropriate. In general, the CSGC encourages the location of commercial uses generally consisting of a size, bulk, and coverage found in a regional retail shopping center environment, including:

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- Destination-oriented prime retail tenants and accessory retail uses;
- Business and commercial services; and
- Professional and administrative offices.

CSGC areas will be compatible with surrounding land uses, including surrounding commercial activity, and will complement commercial uses within the downtown. The CSGC will be implemented through the Planned Development (PD) zoning district process using market research, site design, and access to ensure that community impacts have been identified and fully ameliorated. The PD Zoning District would identify the appropriate range of land uses and development standards consistent with the intent of the designation to ensure compatibility within the development and with adjacent land uses.

Office Commercial (OC, 0.30 FAR)

The Office Commercial designation applies to areas throughout Livermore and is intended to have minimum to no adverse impacts upon immediate neighborhoods and residential character. Office Commercial areas provide sites for offices for medical, legal, insurance, and similar uses. To ensure maximum compatibility with land use development patterns, these areas permit limited, small-scale neighborhood-serving retail uses for the convenience of and benefit to the surrounding neighborhood, and medium-density residential development consistent with the Urban High-3 Residential land use designation (14 to 18 du/acre). Neighborhood-serving commercial uses are typically locally based stores or small-scale shops selling various types of merchandise. Larger planned or strip commercial centers with regional or national retailers would not be considered appropriate for this designation.

Large Office Commercial (LOC, 0.60 FAR)

The Large Office Commercial designation applies to select areas in the city where it is appropriate to have larger office buildings than is envisioned in the Office Commercial designation. These select areas are sufficient in size to buffer single-family residential neighborhoods and other sensitive receptors to avoid adverse impacts on these uses. Large Office Commercial areas provide sites for medical, corporate, multi-tenant, and other office types that are larger in scale, including two or more story buildings, than the office types described in the Office Commercial designation.

Mixed-Use

Mixed-use development allows or encourages different but compatible uses to be in close proximity to each other. A common example of mixed use is a two- or three-story building with retail or office space on the ground floor and apartments on the upper floors. Mixed-use development provides housing close to jobs and services, thereby reducing the need to drive and encouraging people to walk or bike to their destination. Mixed-use development is also often located around transit services, increasing transit usage and reducing automobile dependency. The mixed-use designations represent 5 percent of the General Plan land use map.

Isabel Neighborhood (IN)

The Isabel Neighborhood (IN) designation applies to the northwest area of the city generally north and south of I-580 between the Airway Boulevard and Isabel Avenue interchanges. The Isabel Neighborhood Specific Plan (INSP) will guide future development of the area surrounding the future Valley Link station in the I-580 median at Isabel Avenue. Objectives of the INSP include creating a safe, vibrant, complete neighborhood that includes amenities for residents, workers, and students; ensure new development is compatible with existing development and community character; and support transit ridership and citywide goals for increased transportation options, housing choices, and economic vitality. Land uses and development in the INSP area shall be implemented through INSP, which contains the specific land use designations, development standards, design requirements, and infrastructure improvements applicable to the IN area.

Neighborhood Mixed-Use (NM)

The Neighborhood Mixed-Use designations help improve the pedestrian orientation of Livermore's neighborhoods by providing neighborhood commercial services within walking distance of existing residents and integrating housing with commercial development on a single site. Neighborhood-serving commercial uses are typically locally based stores or small-scale shops selling various types of merchandise, as well as small-scale food service uses such as a local market, deli, or coffee shop. Mixed residential and commercial land uses are required at these sites. Projects developed primarily for residential uses must provide a minimum of 20 percent floor area for commercial uses.

Neighborhood Mixed-Use Low Density (NML) (0.30 FAR)

The residential baseline density is 2 to 3 du/ac (maximum density when developers decline to use Transferable Development Credits [TDC] option) or 12 to 15 du/ac maximum when developers choose to exceed the baseline density and comply with the City's TDC Ordinance.

Neighborhood Mixed-Use Medium Density (NMM) (0.30 FAR)

The residential density is 3 to 4.5 du/ac (maximum density when developers decline to use TDC option) or 15 to 24 du/ac maximum when developers choose to exceed the baseline density and comply with the City's TDC Ordinance.

Neighborhood Mixed-Use High Density (NMH) (0.30 FAR)

The residential baseline is 6 to 8 du/ac (maximum density when developers decline to use TDC option) or 24 to 38 du/ac maximum when developers choose to exceed baseline and comply with the City's TDC ordinance.

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Downtown Area Specific Plan (DA)

The Downtown Area (DA) designation is a general designation that applies to the area traditionally known as Downtown Livermore. The DA designation seeks to provide a unique, locally oriented, pedestrian-friendly shopping environment. Higher-intensity residential development of a density that will support the predominantly commercial environment is integral to the economic viability of this district. This area encompasses approximately 270 acres and supports a variety of mixed uses, including commercial, office, entertainment, cultural arts, lodging, and residential. Land uses, development, and redevelopment in the Downtown Area shall be implemented through a specific plan. More specific designations, development standards, design requirements, and land use specifications applicable to the downtown are provided in the Downtown Specific Plan. The DA designation makes up about 1 percent of the General Plan land use map.

Industrial

Industrial designations are applied to certain areas of the city where existing industrial use occurs or where industry can be isolated or buffered from residential uses. There are three industrial designations included on the General Plan land use map. The designations are Business and Commercial Park, High-Intensity Industrial, and Low-Intensity Industrial. Many of the areas designated for industrial uses are near the airport and freeway interchange approaches to the city. Industrial designations represent 9 percent of the land on the existing General Plan land use map.

Business and Commercial Park (BCP) (Site coverage provided by use)

This designation identifies locations along major streets, and in the general vicinity of freeway interchanges, where a mix of limited service and highway commercial, community/regional commercial retail, office, and light industrial activities may be appropriate. The BCP designation encourages the development of employment-generating activities adjacent to destination-oriented and limited retail commercial uses. In addition to office and light industrial activities, uses could include large, planned commercial centers or stand-alone big-box retailers with service uses of a scale and function to serve both surrounding employment-generating activities and the regional market.

The BCP designation is placed on areas of a minimum of 20 acres where it will promote the location of:

- Community/regional commercial uses that, due to their size and land requirements, have specialized locational criteria, including:
 - Large, destination-oriented retail commercial uses (e.g., factory outlet centers, warehouse wholesale/retail stores) (Maximum site coverage of 30 percent)
 - Large, commercial service uses (e.g., home improvement centers, furnishings and appliance stores, automobile, and recreational vehicles sales) (Maximum site coverage of 30 percent)
- Professional and administrative offices (Maximum site coverage of 40 percent)
- Highway-oriented commercial uses where appropriate (e.g., hotel/motel, convention center) (Maximum site coverage of 40 percent)

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- Support and ancillary services (e.g., restaurants, service stations) (Maximum site coverage of 50 percent)
- Low-Intensity Industrial uses compatible with the above uses. (Maximum site coverage of 45 percent)

Low-Intensity Industrial (LII) (Maximum site coverage – 45 percent)

Appropriate uses for this designation include manufacturing, warehousing, research and development facilities, fully enclosed recycling facilities, and administrative and professional offices. Unlike uses within the High-Intensity Industrial designation, light industrial uses should not include objectionable levels of noise, vibration, odors, glare, or hazards that would create a nuisance for surrounding uses. Low-intensity industrial uses are focused around the municipal airport. Low-intensity industrial uses are also within the area east of the airport runway but may not violate the “clear zone” restrictions or impact existing residential areas.

High-Intensity Industrial (HII) (Maximum site coverage – 60 percent)

Appropriate uses for this designation include manufacturing, warehousing, research and development facilities, recycling facilities, and heavy industry that uses, stores, or processes raw materials. The High-Intensity Industrial designation is intended to provide an insulated area for uses that may be objectionable in other areas because of noise, odors, vibration, glare, or hazards. High-intensity industrial uses are concentrated between Patterson Pass Road and I-580, generally between Mines Road and Greenville Road.

Agriculture and Open Space

Open Space and Agriculture designations are applied primarily to outlying areas of the city, creating a “greenbelt” around the city and preserving Livermore’s agriculture and scenic vistas. There are eight Open Space and Agriculture designations, reflecting various levels of use and resource protection. Agriculture and open space designations represent 30 percent of the land on the existing General Plan land use map.

Open Space (OSP)

The Open Space designation is applied to areas to be maintained as permanent or semi-permanent open space. This designation may be applied to areas that are already open space, and those that should remain open space because they have valuable natural or scenic resources, or because they are unsuitable for development because of environmental hazards. This designation includes parks, trailways, recreation areas, recreation corridors, and protected areas, such as creeks and arroyos, or similar open space uses determined appropriate for the site.

Agriculture/Viticulture (AGVT) (100-acre site minimum; 1 du/100 ac)

Agriculture/Viticulture areas have been designated to preserve and promote agriculture and viticulture uses in locations suitable for cultivated agriculture, and to protect sensitive or unique environmental and land characteristics, including an area’s rural character.

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Limited Agriculture (LDAG) (20-acre minimum site)

The Limited Agriculture designation applies to those areas where 20-acre parcels may be appropriate because of existing parcel size. Appropriate uses are similar to those in the Agriculture/Viticulture designation. This designation may be used to create a transition between the areas of Large Parcel Agriculture or Agriculture/Viticulture surrounding the city and the low-density residential areas on its outskirts.

Hillside Conservation (HLCN) (1 du/20 ac to 1 du/100 ac)

This designation protects the natural resources of hillside areas, avoids development in areas with potentially hazardous hillside conditions, maintains the visual quality of hills and ridgelines, creates a public trail system, and retains the existing rural character and small-scale agriculture of the area. This designation establishes a series of performance standards for determining density, based on physical and environmental features such as slope gradient, ridgelines, and existing and potential landslides. Relatively unconstrained sites, those with slopes below 20-percent gradient, will be permitted up to 1 dwelling unit per 20 acres; sites with steeper slopes and additional constraints will be permitted 1 unit per 100 acres. No development is permitted on the steepest slopes or ridgetops. However, these areas may be given a density credit of 1 unit per 100 acres that could be transferred to other portions of the property or within the Hillside Conservation designation when using a specific plan.

Large Parcel Agriculture (LPA) (100-acre minimum site)

This is a designation from the Alameda County East County Area Plan (ECAP) that applies to locations outside the City Urban Growth Boundary but within the Planning Area. Only the following uses, as identified in the NLUGBI, and their normal and appropriate accessory uses and structures (as well as uses preemptively authorized by federal and state law), may be permitted in North Livermore, including agricultural uses, agriculture processing facilities, limited agricultural support uses, secondary residential uses, visitor-serving commercial facilities, recreational uses, public and quasi-public uses, solid waste landfills and related waste management facilities, quarries, wind farms and related facilities, utility corridors, and similar uses compatible with agriculture. This is the default designation for undesignated parcels on the General Plan land use map.

Resource Management (RMG) (100-acre minimum site size; 1 du/parcel)

This is also a designation from the ECAP. It is intended mainly for land designated for long-term preservation as open space but may include low-intensity agricultural or residential uses. The Resource Management designation provides for agricultural uses, recreational uses, habitat protection, watershed management, public and quasi-public uses, secondary residential units, active sand and gravel and other quarries, reclaimed quarry lakes, and similar and compatible uses. This designation is also applied to areas unsuitable for development because of public health and safety hazards or environmentally sensitive features. One single-family home per parcel is allowed provided that all relevant development standards are met.

LAND USE*Water Management Lands (WML) (100-acre minimum site; 1 du/parcel)*

This designation is also from the ECAP. It provides for active sand and gravel quarries, reclaimed quarry lakes, watershed lands, arroyos, and similar and compatible uses. One single-family home per parcel is allowed provided that all relevant development standards are met.

Open Space/Sand and Gravel (OSP/S & G)

These are areas of statewide concern because of their demonstrated level of quality aggregate. The primary use allowed in areas designated OSP/S & G is open space, as defined under Open Space (OSP), and sand and gravel extraction, processing and related activities shall be secondary. Use of S & G lands for agricultural use shall be given priority over mineral extraction in areas where the soils are designated for prime or unique farmland. Extraction of aggregate shall be conditionally permitted only after appropriate mitigation for potential impacts to environmental resources and surrounding uses has been provided. Processing and distribution of aggregate uses shall be limited to ensure that impacts on downwind land uses are appropriately mitigated.

Community Facilities

The Community Facilities designation provides areas for public agencies and institutions, including City, County, state, and federal government facilities, Livermore Valley Joint Unified School District property, and the Livermore Municipal Airport. General locations for potential community facilities (i.e., schools and parks) are indicated on the General Plan land use map by a floating designation, parks are indicated by a circular symbol and the text “OSP,” and schools are indicated by a building-shaped symbol and the text “CF-S” or “CF- H.” Floating designations indicate the need for the facility within the general area of the city where future need for these facilities is anticipated. Floating designations are not intended to be site specific. Community Facility designations identifying areas for the following specific public uses are found in Table 15-3.

TABLE 15-3 COMMUNITY FACILITIES LAND USE DESIGNATIONS

Community Facilities Land Use Designation	Abbreviation Symbol
CF-Elementary School	(CF-E)
CF-Intermediate School	(CF-I)
CF-High School	(CF-H)
CF-Community College	(CF-JC)
CF-Fire Station	(FS)
CF-Civic Center	(CF-CC)
CF-Cemetery	(CF-CE)
CF-Government Services	(CF)
CF-Airport	(CF-AIR)
CF-Post Office	(PO)
CF-Hospital	(HOSP)
CF-BART	(BART)
CF-Government Research and Development	(CF-R&D)

Source: 2025 Livermore General Plan Land Use Element

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15.1.4.3 LIVERMORE DEVELOPMENT CODE

The City of Livermore is also regulated by the Livermore Municipal Code (LMC). The LMC is a collection of ordinances, which are “laws” related to the governance of the City of Livermore and the protection of its residents. The LMC is organized by title, chapter, section, and subject matter (e.g., revenue and finance, business regulations, public services, etc.). The LMC establishes governmental regulatory processes (e.g., sales tax regulations, City Council decision making, etc.) allowing the City of Livermore to maintain day-to-day function while the LDC dictates the physical fabric of the community on a current and ongoing basis.

The City of Livermore Development Code (LDC) is a component of the LMC and is the primary tool that regulates physical development in Livermore. The LDC identifies land use categories, site development regulations, and other general provisions that ensure consistency between the General Plan and proposed development projects. The LDC is organized by part, chapter, and section. The primary purpose of the LDC is to “preserve, protect, and promote the public health, safety, peace, comfort, convenience, prosperity and general welfare” of the residents and businesses in the City of Livermore. The LDC is the mechanism used to implement the land use goals, policies, and programs of the General Plan and to regulate all land use within the city. The LDC contains the Zoning Map and development standards for the Zoning designations, as shown on Figure 15-2.

The LDC applies zoning designations to properties within the City of Livermore. The purpose of the zoning designation, or zone, is to implement the land use designations established by the Livermore General Plan. The LDC specifies the general requirements for development and uses within each zone. The following section provides a brief summary of the zones in Livermore, including the allowable uses in each zone. For each zone, there is a maximum allowable density for residential units and non-residential and mixed-use development. The City of Livermore LDC includes the following transect and non-transect zones.

Transect Zones

Transect zones are described in Chapter 3.02 (Transect Zones). They primarily focus on mixed-use, walkable areas of Livermore and range in function and density from primarily residential areas with a mix of building types (T3-Neighborhood), to medium-density neighborhoods and other commercial and retail areas near downtown (T4-Neighborhood and T4-Main Street). The Form-Based Code is a reflection of the community vision for implementing the intent and densities of the General Plan to create walkable mixed-use neighborhoods. Transect zone standards are intended to ensure that proposed development is compatible with existing and future development on neighboring properties, and produces an environment of desirable character, consistent with the General Plan and any applicable specific plan.

- **Neighborhood Mixed-Use (NMU) Zone.** This zone reinforces the walkability and identity of neighborhoods by providing a pedestrian-oriented main street shopping environment that provides day-to-day amenities and services, and a variety of urban housing options within the city.
- **T3 Neighborhood (T3N) Zone.** This zone allows additions and new development that respect and protect the quality and integrity of the neighborhoods adjacent to Downtown Livermore.

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- **T4 Neighborhood (T4N) Zone.** This zone expands on Livermore’s downtown neighborhood characteristics such as a mixture of building footprints and building types that sustain the walkable nature of the neighborhood and support commercial uses adjacent to this zone. This zone can foster traditional neighborhood fabrics outside of Downtown Livermore.
- **T4 Neighborhood-Open (T4N-O) Zone.** This zone provides an appropriate transition from a neighborhood main street environment into the residential areas and provides flexible buildings that allow a mix of residential and walkable neighborhood-serving commercial and services uses.
- **T4 Main Street-Open (T4MS-O) Zone.** This zone transitions a neighborhood main street environment into the residential areas and provides flexible ground-floor spaces in a commercial form, creating a “shopfront” environment.
- **T4 Main Street (T4MS) Zone.** This zone integrates vibrant main-street commercial and retail environment within walking distance of neighborhoods that provide day-to-day commercial services, reinforce an existing or potential transit center, and serves as an epicenter within the neighborhood community.

Non-Transect Zones

Non-Transect Zones provide regulatory standards governing land use and building form within a variety of zones. Like transect zones, non-transect zones are intended to implement the General Plan. Standards in these zones guide new development to be compatible with the existing fabric of the city.

- **Rural Residential (R-R) Zone.** This zone promotes and encourages a suitable environment for family life on large parcels of land. The R-R district is to be used only for rural single-family homes, appropriate agricultural uses, and community services.
- **Suburban Residential (RS) Zone.** This zone is designated for areas with low-density housing, which is generally single-family residential in character. The RS zone preserves a single-family residential character while providing enough flexibility to support unique subdivision designs that encourage a variety of lot sizes, housing types, and housing opportunities for all income groups.
- **Low-Density Residential (RL) Zone.** This zone provides areas for low-density residential dwellings of a single-family dwelling type on smaller lots than in the RS zone. Related services and uses that support the success of this zone may be allowed. This zone provides a variety of lot sizes, dwelling types, and flexibility in development.
- **Suburban Multiple Residential (RG) Zone.** This zone provides areas for low-density, multiple-family residential dwellings and establishes regulations for their development.
- **Multiple-Family Residential (MFR) Zone.** This zone provides a range of residential densities to accommodate multiple-family dwelling units. This zone may act as a screen and transition a residential environment into a commercial core. Various housing types are allowed in this zone, such as townhouses, garden apartments, and apartments.
- **Commercial Service (CS) Zone.** This zone provides areas for relatively low pedestrian traffic generation, including areas for recreational, home improvement, repair services, and auto-related uses, and other uses that require extensive acreage.

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- **Highway Service Commercial (CHS) Zone.** This zone provides areas for highly visible locations generally surrounding freeway interchanges and similar locations for businesses and uses predominantly serving the traveling public and convention trade with lodging, food service, motor vehicle repair and service, motor fuels, and similar activities. Because of the prominent locations involved, the highest degree of excellence in architecture and site design is applied to this zone.
- **Neighborhood Business Commercial (CNB) Zone.** This zone designates sites for neighborhood shopping centers and low-impact commercial service uses, which provides shopping services to surrounding residential areas. This zone serves as the city's entryway to the downtown area from the west; the enhancement of this zone is critical to development and revitalization of the downtown commercial areas.
- **Commercial Office (CO) Zone.** This zone provides areas for professional offices, business offices, medical clinics, and research laboratories. The zone provides restrictive commercial areas that are to be non-retail in nature, grouping permitted uses in areas most favorable to those uses and to the community as a transitional area between more intensive commercial districts and residential districts.
- **Professional Office (CP) Zone.** This zone provides areas for professional offices. Other related and office-supporting uses may be allowed. This zone may act as a transition between nonresidential zones and residential zones. Uses are meant to be compatible with residential areas.
- **Research and Development (I-1) Zone.** This zone creates areas for professional and administrative facilities, research institutions, manufacturing operations, and green technology facilities. This zone encourages a working environment with a "campus" type character. Land uses within this zone should be compatible with the residential areas and buffered from them.
- **Light Industrial (I-2) Zone.** This zone provides areas for professional and administrative facilities, research institutions, manufacturing operations, and green technology facilities. This zone captures areas not appropriate in a "campus" environment. This zone also provides an alternative industrial environment for industrial land uses compatible with adjacent residential uses and buffered from them.
- **Heavy Industrial (I-3) Zone.** This zone provides and protects areas of the city for a range of industrial activities and uses that are neither objectionable nor detrimental to adjacent properties because of hazards, noise, or other disturbance. This zone is appropriate for activities such as manufacturing, assembly and processing, the storage and distribution of raw materials, and related industrial uses. This zone accommodates professional and administrative facilities accessory to research and manufacturing operations.
- **Education and Institution (E) Zone.** This zone provides areas for the development of public and private educational institutions wherein all directly related types of uses may be located. This zone also applies to areas for publicly owned park and recreation facilities, and areas for governmental buildings and facilities.
- **Open Space (OS) Zone.** This zone is for permanent or semi-permanent open space.

- **Airport (AIR) Zone.** This zone encourages a functional and compatible association of uses in identifiable areas for aviation-oriented uses. This zone is split into two subzones: the Airport-Operations (AIR-OP) subzone and the Airport-Services (AIR-SE) subzone. The AIR-OP subzone provides standards for airport operation facilities and allows aviation land uses and related structures/facilities for operation of the Livermore Municipal Airport. The AIR-SE zone provides development standards and allows aviation-related land uses for airport support facilities.
- **Downtown Specific Plan (DSP) District.** This district is governed by the land use development and design standards of the DSP. The DSP zoning designation includes a mix of residential, commercial, and office uses.
- **Isabel Neighborhood Specific Plan (INSP) District.** This district is governed by the land use development and design standards of the INSP. The INSP zoning designation includes a mix of residential, neighborhood commercial, general commercial, office, business park, education/institution, and open space uses.

Planned Development

Planned Development zones operate within non-transect-based zones. Standards in this section ensure that proposed development is compatible with existing and future development on neighboring properties and produces an environment of describable character.

- **Planned Development (PD) and Planned Unit Development (PUD) Zones.** These zones are for areas appropriate for residential, commercial, and industrial planned development projects that require more flexible design standards to be successful. The flexibility of standards allows developers to address a variety of factors and allows projects to incorporate open space and neighborhood amenities into the project. The PD zone is divided into four subzones: Planned Development Residential (PD-R), Planned Development Commercial (PD-C), Planned Development Industrial (PD-I), and Planned Development Open Space (PD-OS). The PD zone for commercial and industrial is particularly (but not necessarily) applied to areas near a freeway or freeway interchange, near a major entrance to the city, or adjacent to residential uses. Both the Community Serving General Commercial (CSGC) and the Business and Commercial Park (BCP) General Plan designations require implementation through a PD zone. There are several PUD zones within the city limits where site development of large areas allows for a variation of LDC site requirements.
- **Planned Development/Agriculture (PD-AG) Zone.** This zone preserves and promotes agriculture and viticulture uses in locations suitable for cultivated agriculture and to protect sensitive or unique environmental or land characteristics, including the area's rural character.
- **South Livermore Valley/Agricultural (SLV-AG) Zone.** This zone implements the Agriculture Viticulture General Plan designation. This district provides for uses and development standards that enhance and support agriculture, viticulture, and related wine country commercial uses. This designation protects existing viticultural and cultured agricultural uses and provides space for and encourages such uses in places where more intensive development is not desirable or necessary for the general welfare. This district should be used in areas where the urban designation of the South Livermore Valley Specific Plan is not applicable.

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- **South Livermore Valley Specific Plan Area (PD-SLVSP).** This zone implements the South Livermore Valley Specific Plan and only applies to properties within the boundary of the South Livermore Valley Specific Plan Area. The uses permitted are limited to those uses permitted in the PD-AG zone. However, a Planned Development Permit (PD) may be granted to permit additional uses.

15.1.4.4 SPECIFIC AND NEIGHBORHOOD PLANS

This section describes the five specific plans and two neighborhood plans that provide additional land use and design guidance for subareas of Livermore. A Specific Plan is a standalone document, replacing the general plan and zoning policies and regulations for a specific area. The contents of a Specific Plan must include land use regulations and development standards, an implementation program, necessary infrastructure improvements, and financing measures. A Neighborhood Plan focuses on a particular area of the community within the local jurisdiction. Neighborhood Plans are policy documents that supplement the General Plan and do not necessarily include zoning regulations or development standards.

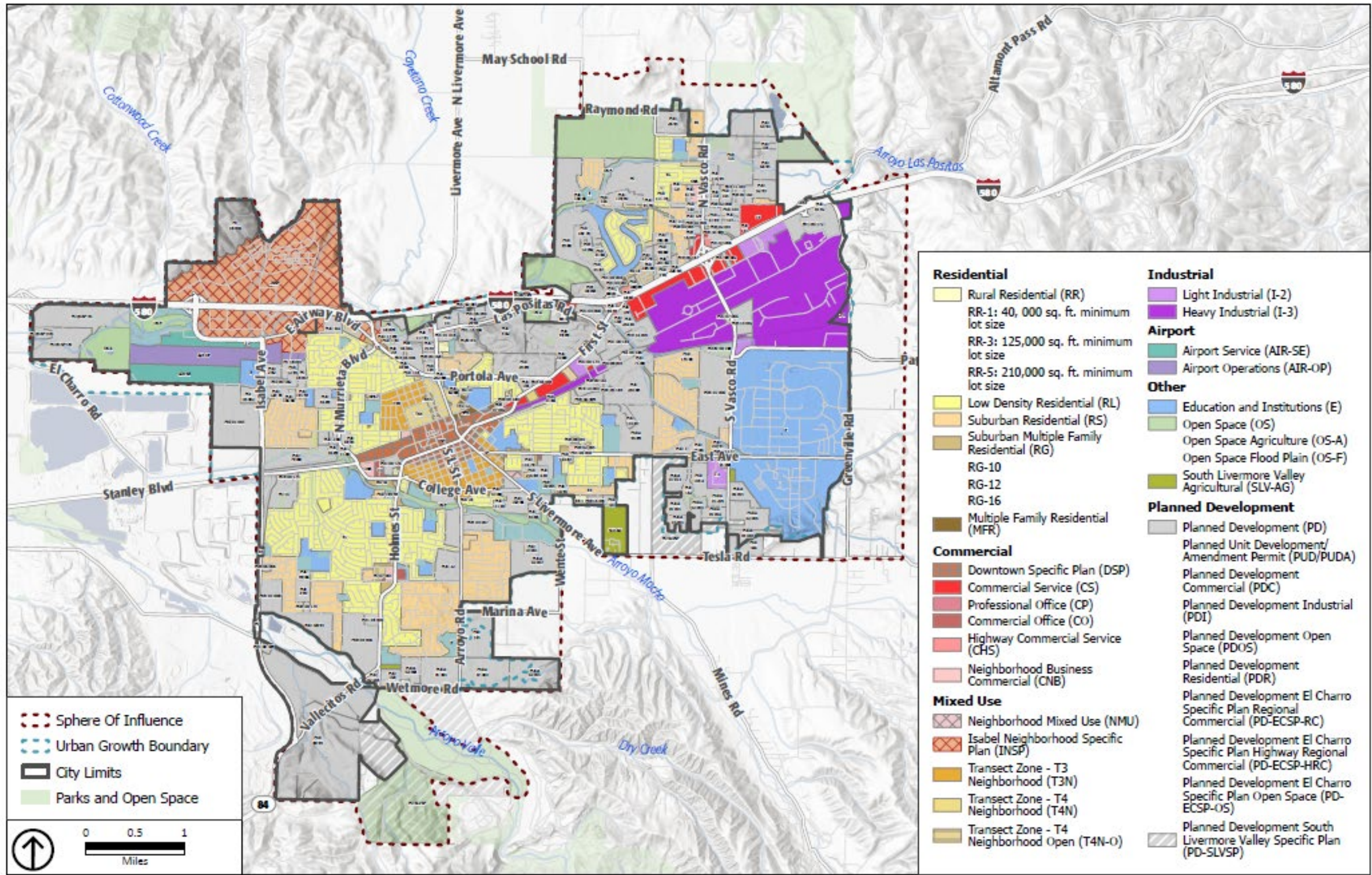
- **Downtown Specific Plan.** The Downtown Specific Plan regulates approximately 272 acres of land that constitute Downtown Livermore, establishing policies for land use, circulation, infrastructure, and a financial strategy. It includes design guidelines for mixed-use, commercial, residential, and historic structures, as well as streetscape features. Informed by an extensive public engagement process, it provides a vision for Downtown Livermore as a regional destination and as the heart of the community, allowing for a combination of mixed-use development, unique retail, civic uses, residential development, and public spaces. It builds on the historic fabric that gives Livermore its visual character and provides a revitalization strategy and development standards to shape the look of downtown. The Plan identifies several central parcels as catalyst development sites.
- **Isabel Neighborhood Specific Plan.** The INSP provides a framework for developing approximately 1,138 acres in northwest part of the city. It is significant planning area surrounding the proposed Isabel Valley Link Station at I-580 and Isabel Avenue. The Valley Link Rail Transit Project replaces the Bay Area Rapid Transit (BART) to Livermore project and will connect Northern San Joaquin County communities to the Tri-Valley area and BART. that seeks to create a complete, transit-oriented neighborhood with housing and amenities for residents, workers, and students. The specific plan area includes Las Positas College at the northern edge. The urban design of the plan introduces new, higher-density and forward-looking developments that express sustainability, healthy living, and innovation balanced with existing historic look of Livermore to create a transit-oriented neighborhood. Design standards allow for dense mixed-use and residential developments alongside campus-like work environments that maintain viewsheds to the surrounding natural landscape.
- **El Charro Specific Plan.** The El Charro Specific Plan establishes policies and standards for development of the westernmost subarea of Livermore along I-580. It envisions this area as a regional commercial node that does not contend with downtown by focusing on providing and servicing volume. The San Francisco Premium Outlets are now developed in this area, consistent with the design guidance of the El Charro Specific Plan.

- **South Livermore Valley Specific Plan.** The South Livermore Valley Specific Plan (SLVSP) is the City of Livermore's component of the County's SLVAP for protecting the agricultural area and open space of the South Livermore Valley. Together, they provide policies and standards for managing future growth and development of approximately 1,891 acres within the South Livermore Valley. The SLVSP only applies to specific areas within city limits along the south border of the city. It is the culmination of a collaborative planning effort between the County of Alameda, the Cities of Livermore and Pleasanton, winegrowers, vineyard owners, and associated parties to conserve the agricultural activities and natural landscape that contribute to the valley's rural, wine country character. It allows for limited and focused residential and commercial development in the valley and provides design standards for ensuring new development maintains the existing, small-scale aesthetic of the area.
- **College Avenue Annex Specific Plan.** The College Avenue Annex Specific Plan regulates approximately 84 acres of land located west of South Livermore Avenue and east of College Avenue, between Palm Avenue and Arroyo Mocho, that was annexed into the city in 1981. A higher density residential General Plan designation was placed on the area due to the identification of a need for improvements to infrastructure and substandard development and the convenient location of the area relative to major streets, shopping, and government facilities.
- **Arroyo Vista Neighborhood Plan.** The Arroyo Vista Neighborhood Plan establishes policies and standards for development approximately 28 acres of land, also known as the "Pell Site" in the eastern side of the city. It envisions this area as a residential community at densities between 14 and 18 units per acre combined with a circulation network, open space, and neighborhood-serving amenities. It provides for a mixture of two- to three-story detached and attached single- and multifamily homes in street-facing or courtyard-oriented configurations.
- **Brisa Neighborhood Plan.** The Brisa Neighborhood Plan guided the development of the 42-acre former "Ageno Trust" site, located immediately north of the Vasco Ace station and east of Vasco Road. The plan called for cohesive pedestrian-oriented development with a neighborhood park and parking for ACE Train commuters. The Neighborhood Plan established a framework for circulation and land use and guidelines for building design, signage, and landscaping. It also addressed neighborhood compatibility with surrounding land uses. The plan area is now fully built out.

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Figure 15-2 Livermore Zoning Map



Source: City of Livermore, 2021; Esri, 2021.

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15.1.4.5 TRANSFERABLE DEVELOPMENT CREDITS ORDINANCE AND REGULATIONS

The Transferable Development Credits (TDC) Ordinance preserves open space, primarily areas in North Livermore, and other areas close to Livermore that might face excessive and irremediably harmful development. The ordinance grants transferable development credits to property owners in North Livermore, typically when owners forgo development rights to their properties. These areas in North Livermore are called TDC sending areas, which relates to the origin point of the transferable development credit. Transferable development credits can be used in areas called TDC receiving areas, which are identified in the 2003-2025 General Plan, as amended, and allow for new residential land use designations or increases in residential density. TDCs allow development projects to include more intense development that exceeds the baseline density allowed in a zone. TDC receiving areas are spread out across various sites in the City of Livermore. More information on the requirements, limitations, and how much development a TDC can allow can be found in Section 4.02.060, Transferable Development Credits Regulations, of the LDC.

The following list identifies the TDC receiving area classifications. The letters preceding each classification correction the location of the TDC receiving areas. The TDC sending areas are located in North Livermore.

Rural Residential/Urban Medium Residential (RR/UM)

Baseline of 1 du/ac – 1 du/5 ac (the maximum density when developers decline to use TDC option) or a maximum of 3 du/ac – 4.5 du/ac maximum when developers choose to exceed the baseline and comply with the City's TDC ordinance.

Urban Low Medium Residential/Urban High Residential-2 (ULM/UH-2)

Baseline of 2 du/ac – 3 du/ac (the maximum density when developers decline to use TDC option) or a maximum of 8 du/ac – 14 du/ac maximum when developers choose to exceed the baseline and comply with the City's TDC ordinance.

Urban Low Medium Residential/Urban High Residential-3 (ULM/UH-3)

Baseline of 2 du/ac – 3 du/ac (the maximum density when developers decline to use the TDC option) or a maximum of 14 du/ac – 18 du/ac maximum when developers choose to exceed the baseline and comply with the City's TDC ordinance.

Urban Low Medium Residential/Urban High Residential-4 (ULM/UH-4)

Baseline of 2 du/ac – 3 du/ac (the maximum density when developers decline to use the TDC option) or a maximum of 18 du/ac – 22 du/ac maximum when developers choose to exceed the baseline and comply with the City's TDC ordinance.

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Urban Medium High Residential/Urban High Residential-2 (UMH/UH-2)

Baseline of 4.5 du/ac – 6 du/ac (the maximum density when developers decline to use the TDC option) or a maximum of 8 du/ac – 14 du/ac maximum when developers choose to exceed the baseline and comply with the City's TDC ordinance.

Low Intensity Industrial/Urban Low Medium (LII/ULM)

Baseline of 0 du/ac (developers who decline to use the TDC option choose to use the industrial designation, which allows no residential development). Developers who choose to exceed the baseline and comply with the City's TDC ordinance can build a maximum residential density of 2 du/ac – 3 du/ac.

High Intensity Industrial/Urban High Residential-3 (HII/UH-3)

Baseline of 0 du/ac (developers who decline to use TDC option choose to use the industrial designation, which allows no residential development). Developers who choose to exceed the baseline and comply with the City's TDC ordinance can build a maximum residential density of 14 du/ac – 18 du/ac.

Low Intensity Industrial/Urban High Residential-3 (LII/UH-3)

Baseline of 0 du/ac (developers who decline to use the TDC option choose to use the industrial designation, which allows no residential development). Developers who choose to exceed the baseline and comply with the City's TDC ordinance can build a maximum residential density of 14 du/ac – 18 du/ac.

Neighborhood Commercial/Urban High Residential-3 (NC/UH-3)

Baseline of 0 du/ac (developers who decline to use the TDC option choose to use the commercial designation, which allows no residential development). Developers who choose to exceed the baseline and comply with the City's TDC ordinance can build a maximum residential density of 14 du/ac – 18 du/ac.

Business and Commercial Park/Urban High Residential-4 (BCP/UH-4)

Baseline of 0 du/ac (developers who decline to use the TDC option choose to use the BCP designation, which allows no residential development). Developers who choose to exceed the baseline and comply with the City's TDC ordinance can build a maximum residential density of 18 du/ac – 22 du/ac.

Office Commercial/Urban High Residential-2 (OC/UH-2)

Baseline of 0 du/ac (developers who decline to use the TDC option choose to use the commercial designation, which allows no residential development). Developers who choose to exceed the baseline and comply with the City's TDC ordinance can build a maximum residential density of 8 du/ac – 14 du/ac.

15.2 EXISTING CONDITIONS

This section discusses the existing conditions related to existing land use and known projects to be developed in the foreseeable future.

15.2.1 EXISTING LAND USE

This section describes existing land uses in Livermore, meaning what exists on the ground today. The existing land use of a property does not carry any regulatory significance and may or may not be consistent with the current General Plan designation or zoning. In some cases, existing land uses were established prior to adoption of the current Livermore General Plan and zoning map. Geographic information system (GIS) databases from the Alameda County Assessor's Office inform the land use data presented herein. Because of the citywide nature of the Assessor's data, there may be inconsistencies between what the Assessor reports as the existing use and what is actually on the site. However, the Assessor's data is the best available tool that city planners have available to gauge existing land use.

Figure 15-3 and Table 15-4 shows the distribution of existing land use across 10 categories. The categories and percentages of existing land use in Table 15-4 are different from the General Plan land use designation percentages in Table 15-2.

- **Rural.** Rural land uses include largely undeveloped parcels at the periphery of the city limits with limited large-lot, single-family residential and commercial uses. This category also includes agricultural land, including the surrounding vineyards and grazing land. Rural land uses account for 24 percent of land in Livermore.
- **Single-family residential.** Single-family land uses are distributed throughout the city. Single-family uses mostly include a single unit on a parcel, but it could also include single-family homes with accessory dwelling units. Single-family uses account for 25 percent of land in Livermore.
- **Multifamily residential.** Multifamily residential land uses, including medium-, medium-high, and mobile home park residential account for 3 percent of the land in Livermore.
- **Commercial.** Commercial uses are scattered throughout Livermore but tend to be concentrated along major roadways and along the frontages of I-580. Commercial uses range from the regional San Francisco Premium Outlet Shopping Center, local downtown businesses, and shopping centers often anchored by large format retail, such as a grocery store and surrounded by smaller neighborhood-serving retail uses. Commercial uses account for 5 percent of land in Livermore.
- **Industrial.** Industrial uses account for 10 percent of land in Livermore and are concentrated along I-580 in northeast Livermore but can be found throughout the city. Examples of industrial uses include warehouses, manufacturing, self-storage business, equipment rental, and storage yards.
- **Institutional.** Institutional uses are dispersed throughout the city and include things like schools, City Hall, police and fire stations, libraries, the Livermore Municipal Airport, Las Positas College, Lawrence Livermore National Laboratory, and Sandia National Laboratory. Institutional uses account for 13 percent of land in Livermore.

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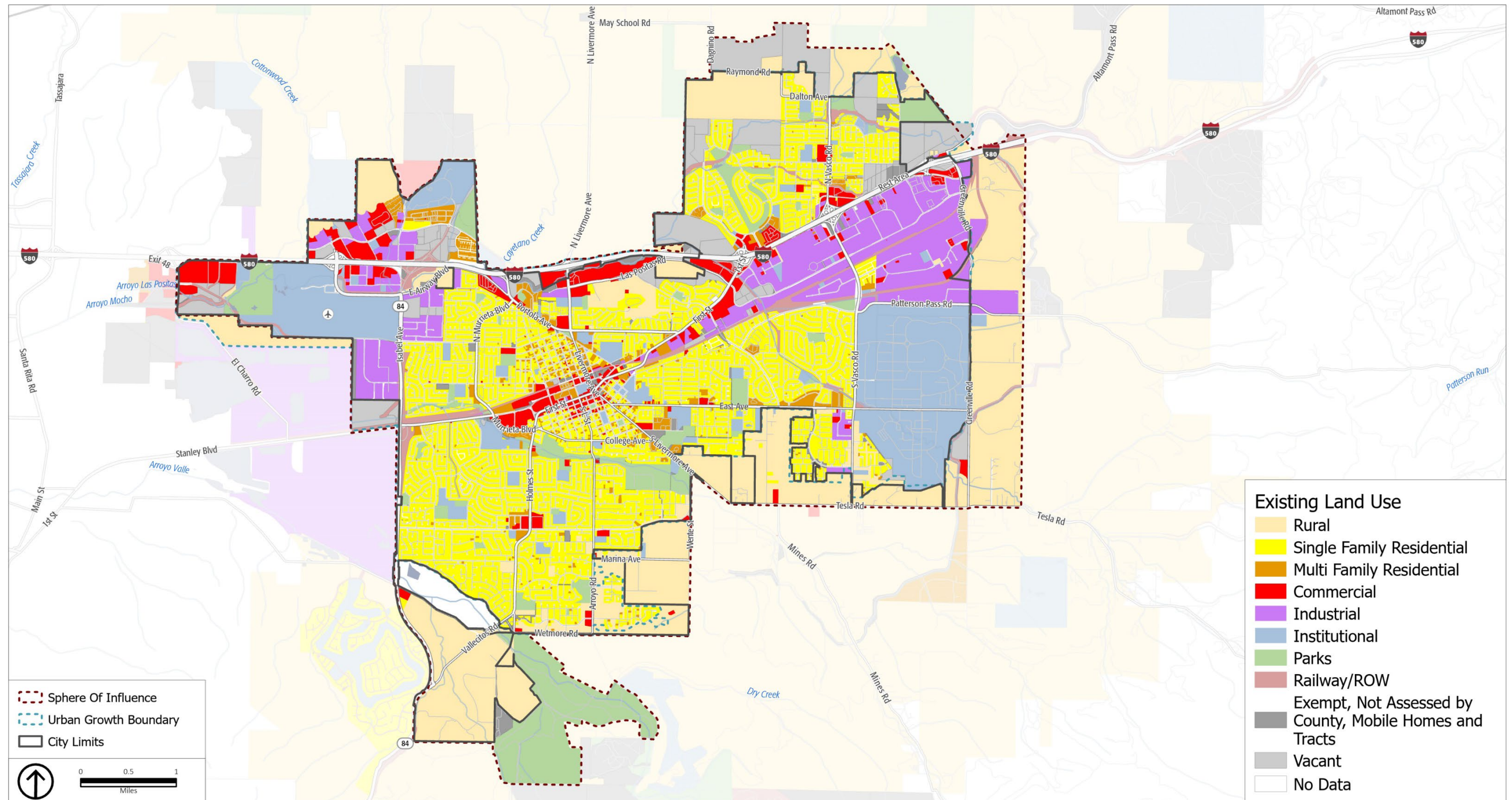
- **Parks.** Park land is found throughout Livermore and includes Livermore Area Recreation and Park District parks, golf courses, and open space areas. Park land accounts for 8 percent of land in Livermore.
- **Railway/right-of-way (ROW).** This includes rail and other utility ROWs and is about 3 percent of land in Livermore.
- **Land that is exempt, not assessed by the County, and/or mobile homes and tracts.** This category refers to how the County Assessor tracks the land for tax purposes. Approximately 1 percent of land in Livermore is in this category.
- **Vacant.** This category includes land that does not include any buildings or structures. Approximately 7 percent of land in Livermore is in this category.

TABLE 15-4 EXISTING LAND USE

Land Use Type	Acres (SOI)	Percentage of Total
Rural	4,530	24%
Single-Family Residential	4,622	25%
Multifamily Residential	502	3%
Commercial	934	5%
Industrial	1,836	10%
Institutional	2,388	13%
Parks	1,526	8%
Railway/ROW	642	3%
Exempt, Not Assessed by County, Mobile Homes and Tracts	252	1%
Vacant	1,308	7%
No Data	217	1%
Total	18,757	100%

Source: Alameda County Assessor's Office, 2021; ESRI, 2021, PlaceWorks, 2021.

Figure 15-3 Existing Land Uses



Source: City of Livermore, 2021; Esri, 2021.

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15.2.2 PENDING DEVELOPMENT

Pending development projects in Livermore are categorized in various stages: under review, approved, and under construction.

As shown in Table 15-5, there are a number of residential projects going through the development process, including townhomes and apartments under construction, a potential addition to an existing senior living facility, and new single-family homes. There are nearly 1,400 housing units in the residential development pipeline for Livermore.

There are many commercial/industrial projects pending, as shown in Table 15-6. There are seven projects under review, four approved projects, and six projects under construction. These projects include hotels, industrial developments, commercial buildings, and a commercial plaza. Nearly 258,977 square feet of retail, 109,455 square feet of industrial, 20,704 square feet of office space, and 684 hotel rooms and are in the non-residential project pipeline.

There are also four public improvement projects currently under review and construction (three under construction and one under review). These projects include a water tank, a parking garage, an airplane hangar, and a new trash compactor facility.

TABLE 15-5 MAJOR RESIDENTIAL PENDING PROJECTS (AS OF MARCH 2022)

Project Name/ Applicant	Location	Number of Units	Unit Type	Project Status
Arroyo Vista Neighborhood Project Summerhill Homes	4696 Bennett Drive	437	Mix of unit types	Approved
Gunkel Architecture	460 N. Livermore Avenue	24	Below market rate housing	Approved
Adam Tenant WestGate Ventures	Lassen Road	193	Townhomes	Approved
Garaventa Hills	Bear Creek Drive		44-unit residential subdivision	Approved
Central Crossing Stephen Miller Signature Homes	Central Avenue, south of Flora Common	49	Single-family residential	Construction Completed
Hartwood Townhomes	Chestnut and N. P Street	44	Townhomes	Construction Completed
Arpad Nagy Bethany Homes	3258/3322 East Avenue	33	Residential care facility	Under Construction
Legacy Mixed Use	1934 First Street	221	Apartments (plus 12,000 sq ft of commercial)	Under Construction
Auburn Grove	3733 First Street	101	Townhomes	Construction Completed
MidPen Housing	4260 First Street	44	Apartments	Under Construction
Church Street Apartments	218 Church Street	36	Apartments	Under Review

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TABLE 15-5 MAJOR RESIDENTIAL PENDING PROJECTS (AS OF MARCH 2022)

Project Name/ Applicant	Location	Number of Units	Unit Type	Project Status
Triad Condominiums	North of North Canyons Parkway, west of Triad Place	112	Condominiums	Under Review
Shea Portola	North of Portola Avenue between Collier Canyon Road and Montage Drive	299	Townhomes and Apartments	Under Review
Shea Tranquility	West of Tranquility Circle	124	Townhomes	Under Review
Eden Downtown Housing	North of Veterans Way, south of Railroad Avenue	130	Apartments	Under Review
Livermore Senior Assisted Living and Memory Care Facility	1202 Concannon Boulevard	128	Senior Living Units	Approved
Pacific Avenue Mixed- Use Development	2978 Pacific Avenue	92	Townhomes and Flats	Under Review

Source: City of Livermore, March 2022.

TABLE 15-6 NON-RESIDENTIAL PENDING PROJECTS (AS OF MARCH 2022)

Project Name/Applicant	Project Type	Location	Sq Ft or Rooms	Status
John Godkin	Office and Industrial	475, 511, and 527 Waxlax Way	15,000 sf	Approved
Aqua Gunite Office	Office	5750 S. Naylor Avenue	5,704 sf	Approved
Teresa Goodwin HPA Architecture	Industrial	Contractors Street at Contractors Place	50,100 sf	Under Construction
Sylvester Ramirez Devcon Construction	Industrial	475 Longfellow Court	44,355 sf	Under Construction
Republic Square	Retail	1660 Freisman Road	19,300 sf	Approved
Burger King	Retail	1951 Holmes Street	2,200 sf	Under Construction
Greenville Plaza	Retail	Altamont Pass Rd. (APN 99B-5500-2-7)	11,825 sf	Approved
Starbucks	Retail	2550 Las Positas Road	2,200 sf	Under Construction
Chick-fil-A	Retail	1754 N. Livermore Avenue	1,000 sf	Under Construction
Fairfield Inn and Suites	Hotel	N. Greenville Rd. (APN 99B-8110-78)	111 rooms	Under Construction
Holiday Inn Express	Hotel	North Side of Southfront Road, between Longard Road and Mountain Vista Parkway	72 rooms	Approved
Hyatt House	Hotel	1000 Airway Boulevard	130 rooms	Under Review
Wine Country Inn	Hotel	Southwest corner of Hansen and Arroyo Roads (APN 099 046000800)	30 rooms	Approved
Downtown Hotel	Hotel	2205 Railroad Avenue	133 rooms	Under Review
Mission Boutique Hotel	Hotel	5835 Southfront Road	58 rooms	Under Review
Subaru Dealership	Retail	4238 Las Positas Road	28,000 sf	Approved

Source: City of Livermore, March 2022.

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As discussed in section 14.1.4.4, the City has also prepared several specific plans that establish the framework for additional residential and non-residential growth. This includes the undeveloped Isabel Neighborhood Specific Plan, which provides the land use guidance for new residential, commercial, and office development to occur around the future Isabel Valley Link station. Table 15-7 summarizes the potential buildout of this Specific Plan. At this time, there are four pending residential and mixed-use project applications within the Isabel Neighborhood Specific Plan Area.

TABLE 15-7 ISABEL NEIGHBORHOOD SPECIFIC PLAN - ESTIMATED 2040 NET DEVELOPMENT

Residential (Units)	Office (Sq. Ft.)	Commercial (Sq. Ft.)	Industrial (Sq. Ft.)¹
4,095	1,910,890	463,485	(270,175)

Notes:

1. As build out of the Planning Area occurs, Industrial uses will be replaced with Office and Commercial uses.

Source: Isabel Neighborhood Specific Plan Draft Supplemental Environmental Impact Report, June 2020.

15.3 IMPLICATIONS FOR THE GENERAL PLAN UPDATE

Based on information contained in this chapter, the General Plan Update should consider the following:

- Maintaining consistency with the Land Use and Safety Compatibility Criteria in the Livermore Municipal ALUCP.
- Whether the existing range of and allowed uses and intensities of the General Plan land use designations remain useful for current and future types of development.
- Whether land use designations should change in some parts of Livermore.
- Evaluating capacity for future development of different land uses.