



Land Use Alternatives Evaluation Executive Summary

OCTOBER 2023





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Vision Statement

In 2045, Livermore will be a community with a big heart where families and individuals flourish, and people with diverse experiences and perspectives work together for the common good. Insightful land-use policies and wise resource management will ensure services and infrastructure for a high quality of life and enable Livermore to be safe and welcoming for all.

Guiding Principles



PROSPERITY

Excellent city services and infrastructure support a thriving local economy with a wide spectrum of local jobs including those in science and technology, arts and trades, agriculture, and tourism.



VIBRANCY

People enjoy a vibrant downtown, commercial districts, cultural venues, wineries and breweries, and parks throughout the city and surrounding areas to work, shop, dine, and have fun.



MOBILITY

A wide variety of convenient, comfortable zero- emission modes of transportation and interconnecting routes enable everyone to easily travel to meet their daily needs for work, errands, and play.



HOMES

Individuals and families of all types and income levels can find diverse housing choices close to jobs, exceptional schools, shopping, entertainment, and well-maintained parks.



EQUITY

Everyone can easily participate in civic life and have a voice in city decisions. We enable access to services and opportunities and provide for those who have been underserved so that everyone can be healthy and flourish.



DIVERSITY

Neighbors feel connected to each other and their city, welcome and celebrate everyone, and respect differing viewpoints to foster a close-knit community where civic life and opportunity thrive.



ARTS

We foster a vibrant and thriving cultural arts community so that the arts, in all their beauty and variety, will enhance the lives of residents and visitors alike.



SUSTAINABILITY

We live sustainably to preserve our vital resources, work to clean up our environment, protect open spaces and habitats, and integrate nature into the urban environment.



RESILIENCY

We prepare for emergencies and a changing climate, help those affected, and ensure the durability of our homes, businesses, and supporting infrastructure, while maintaining sufficient financial reserves.



CONTINUITY

We honor our complex heritage, which began with the indigenous peoples, who were the original stewards of this land, and followed by the increasingly diverse community that is our future.

Land Use Planning Context

The General Plan Update must balance achieving the community's vision for 2045, providing opportunities for quality jobs, and complying with State housing requirements.

This booklet summarizes the land use evaluation process, describes how to provide input, and summarizes each of the Focus Area land use alternatives and the combination of Focus Areas to create Citywide Alternatives. Focus Areas are where land use changes are envisioned or desired over the next 20 years.

The land use alternatives evaluation assumes that all the alternatives will be fully built by 2045. However, market conditions and other external factors will influence private development, demand, and individual decision making. Current market studies indicate a limited capacity for land uses such as commercial or office. As such, these place types could be adjusted in the Preferred Land Use Scenario, which in turn will alter build out projections, fiscal results, and ability to meet civic goals.

The findings of the alternatives evaluation are meant to help the reader decide which components of each Focus Area land use alternative should be combined to create the Preferred Land Use Scenario. The summary findings are not valued or weighted. The goal of this booklet is to present sufficient information to let the reader draw their own conclusions.

When reviewing the results of the alternatives evaluation, the reader may want to think about the topics and outcomes that are most important to them to help define the Preferred Land Use Scenario. Each land use alternative represents various trade-offs. For example, an alternative that results in lower traffic congestion, might not add as many new retail destinations and local jobs. The reader should decide which characteristics are most important to them when selecting the components and ideas from each alternative that can be mixed and matched to create a Preferred Land Use Scenario.

Alternatives and Preferred Scenario Process



Choose Focus Areas. The General Plan Advisory Committee and City staff identified five Focus Areas to study for potential change over the next 20 years based on current land use patterns; existing and future economic trends; and community input.



Create Land Use Alternatives for each Focus Area. The General Plan team created three draft land use alternatives for each Focus Area to consider different locations, intensities/types of development that could occur over the next 20 years. The three alternatives were vetted through additional communication with the identified property owners and input from the General Plan Advisory Committee, Planning Commission, and City Council.



Evaluate and Compare Alternatives. The Alternatives Evaluation Background Report and this companion Executive Summary Booklet evaluate and compare the alternatives to help facilitate selection of a Preferred Land Use Scenario.



Choose a Preferred Land Use Scenario for Further Study. City solicits community input on their preferences for the city's future growth and development to identify a Preferred Land Use Scenario, which will mix and match various features of each alternative. The City Council will provide final direction on the Preferred Land Use Scenario.



Analyze the Preferred Land Use Scenario as part of the Draft General Plan. The General Plan team will integrate the Preferred Land Use Scenario with the citywide General Plan Land Use Map as part of the Draft General Plan update. The entire Draft General Plan, including policies and actions in all Elements, will undergo additional analysis in the General Plan Environmental Impact Report (EIR).



Continued Participation. The public will continue to play an important role throughout the remainder of the General Plan process to inform the goals and policies of all General Plan elements during the Draft General Plan and the Draft EIR processes. Public participation at these key steps is vital to shaping a plan that represents the values and vision of the community.

Alternatives Evaluation Topics

The alternatives evaluation is based on an assumption of net new growth of housing units, population, and jobs through 2045 by Focus Area. However, market factors would influence private investment and development decisions.

Focus Area Evaluation Topics

The Focus Area Analysis reviews topics that are more localized to a smaller geographic area. The topics in this section include:

- **Scenic Corridor Policy.** The evaluation identifies whether the alternative could conflict with the City's existing Scenic Corridor Policy.
- **Archaeological, Agricultural, and Biological Resources.** The evaluation compares how the alternatives could affect archaeological, agricultural, and biological resources.
- **Climate Resilience.** The evaluation looks at how the alternatives could differ in exposure to wildfire risk, extreme temperatures, and flooding.
- **Air Quality.** The evaluation identifies whether sensitive receptors could be exposed to air quality pollution sources including fine particulate matter (PM_{2.5}), diesel particulate matter, pesticides, and toxic emissions from industrial facilities.
- **Park Access.** The evaluation identifies areas with poor park access (i.e. over 1/4 mile walking distance from a park).

Citywide Evaluation Topics

In addition, the General Plan team looked at how growth citywide could affect the following topic areas:

- **Ability to Meet Future State Housing Requirements.** The evaluation assesses whether the alternative identifies sufficient land for future housing, as required by State law.
- **Jobs-Housing Balance.** The evaluation looks at whether there is enough land designated for job-generating uses so that employed Livermore residents have the option to work locally.
- **School Capacity.** The evaluation looks at existing school enrollment and whether there is sufficient space for the projected new students.
- **Park Service Standards.** The evaluation examines the Livermore Area Recreation and Park District service standards, how much park space would be required to meet existing service standards, and whether the alternatives achieve existing park standards.
- **Traffic and Mobility.** The evaluation identifies total and per capita vehicle miles traveled, the percentage of people who would walk, bike, drive, and take transit, hours of traffic, average vehicle delay, and average traffic speed by alternative.
- **Utilities.** The evaluation looks at whether there is enough water supply to meet projected demand and sufficient wastewater treatment capacity for projected wastewater flows.
- **Fiscal Impacts.** The evaluation identifies how each Citywide Land Use Alternative could affect City costs to serve the projected growth and anticipated City revenues from property, sales tax, and other sources.

How to Provide Input



In-Person Input (Workshop Events)

Share your ideas and feedback at a workshop. At the workshops, you will work with other Livermore community members to create a preferred land use scenario. Visit www.ImagineLivermore2045.org for details about these events.



Online Input

Using this booklet as a resource, go to our online tool to provide feedback on the Focus Areas you would like to share input on. Access the online tool using the link or QR code below:



<https://www.myinput.com/livermore-land-use-alternatives/>

Using this Booklet

- Each of the five Focus Areas has three alternative development scenarios with different arrangements of place types. Review the focus areas and the place types, along with their buildout information and evaluation topic tables within each section.
- Review the citywide assessment at the end of this booklet.
- For more in depth information about the topic areas, please see the Alternatives Evaluation Background Report at: www.ImagineLivermore2045.org

About the Place Types

Each color on the alternatives map corresponds to a “place type”. Each place type represents a type of potential development that could happen on that parcel. Details about each place type are provided alongside each set of alternative maps. Eventually, these place types will be refined into existing, modified or new land use designation in the General Plan.



Medium-High-Density Residential

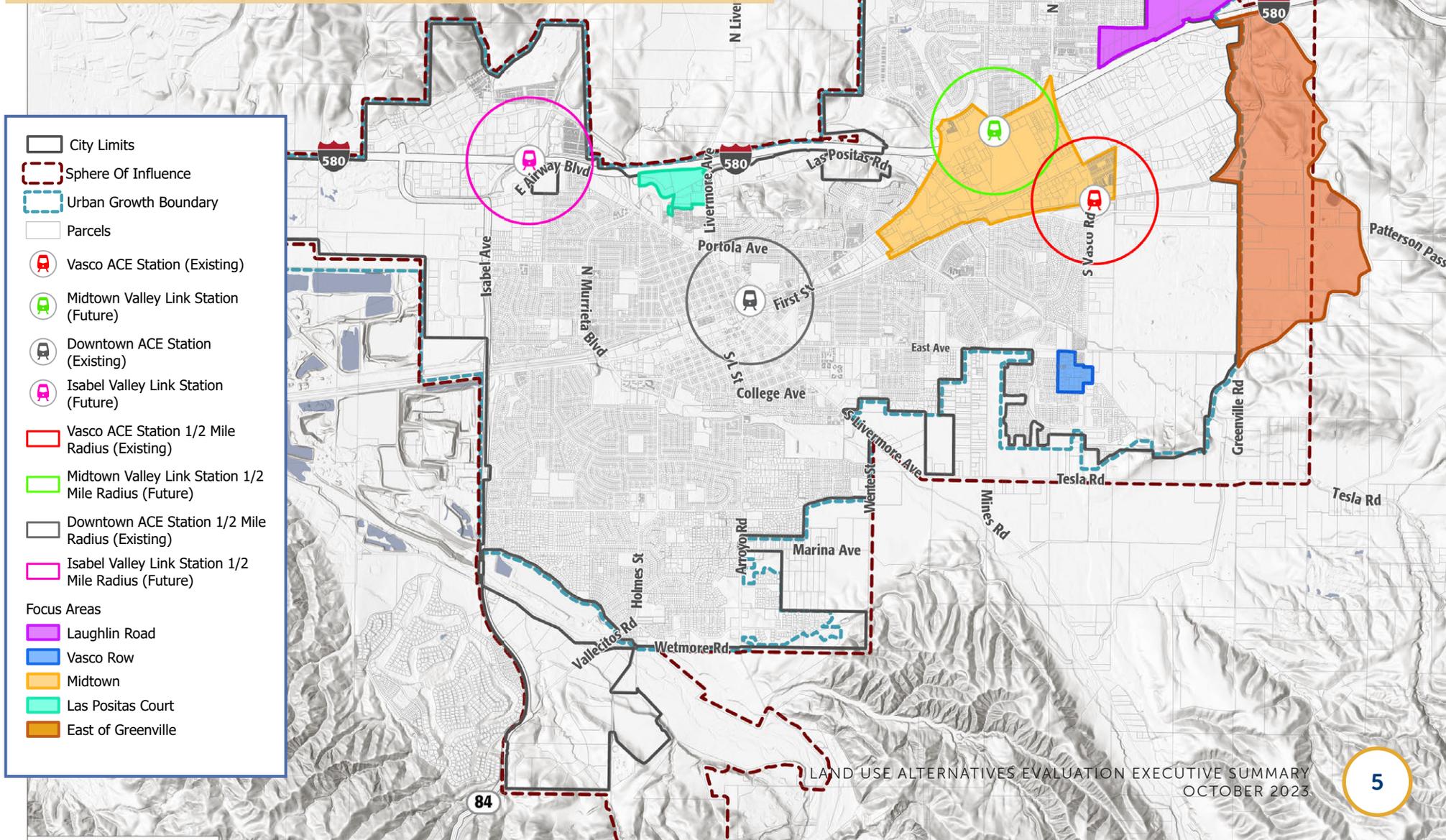
- ▶ Multi-story condominiums and apartment buildings with structured or below-ground parking
- ▶ 3 stories or higher
- ▶ 30 to 59 DU/A

Image of what Place Type could look like

Details about Place Type

Focus Areas

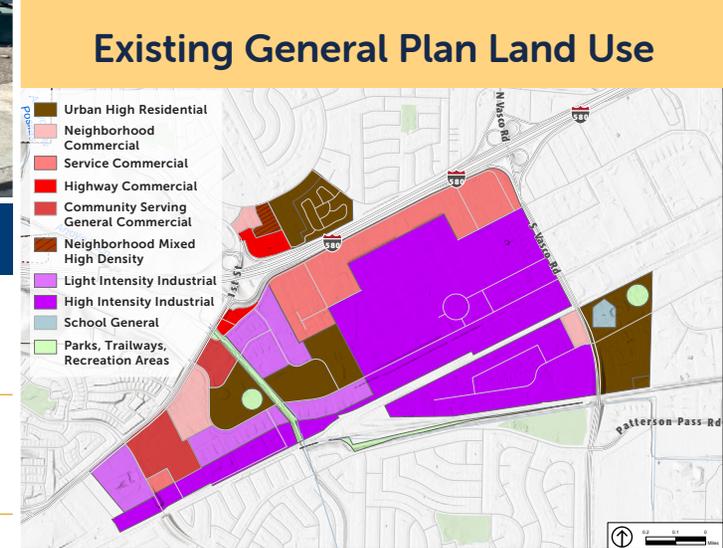
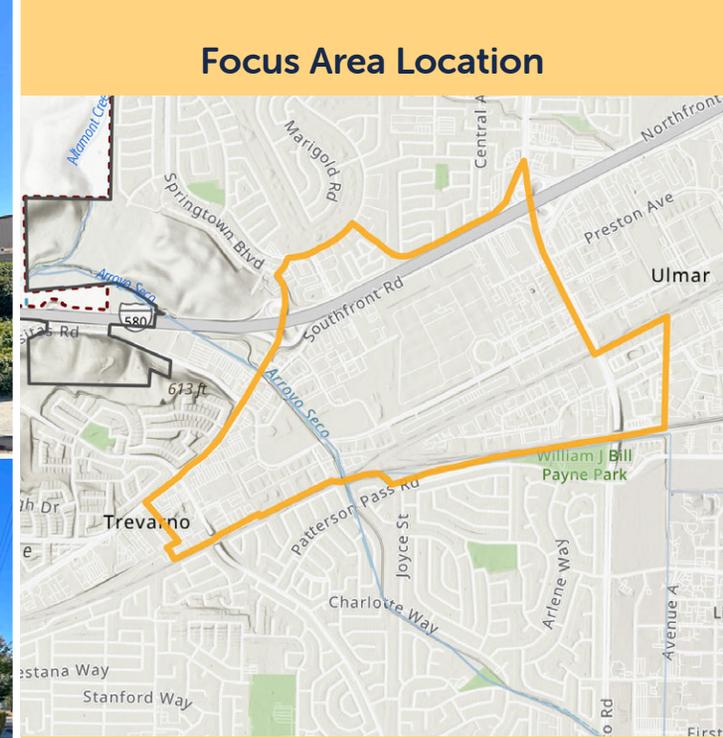
This map shows highlighted Focus Areas where most land use changes are anticipated to occur over the General Plan 2045 time horizon. For many parts of Livermore, the General Plan land use designations will remain appropriate and are not expected to change. Focus Areas are locations: where transformation is expected or desired, comprised of undeveloped or underdeveloped parcels, within proximity to existing or future transit and other infrastructure, beginning to transition to other uses, and/or where property owners have expressed interest in considering redevelopment or change.



An aerial photograph of a city and surrounding landscape. In the foreground, there are residential neighborhoods with houses and streets. A yellow dashed line outlines a central area containing a large parking lot, several industrial or commercial buildings, and a road. The background shows rolling hills and mountains under a clear sky.

MIDTOWN FOCUS AREA

Midtown Vision: Establish a transit oriented, complete neighborhood, with a mix of housing, jobs, and services.



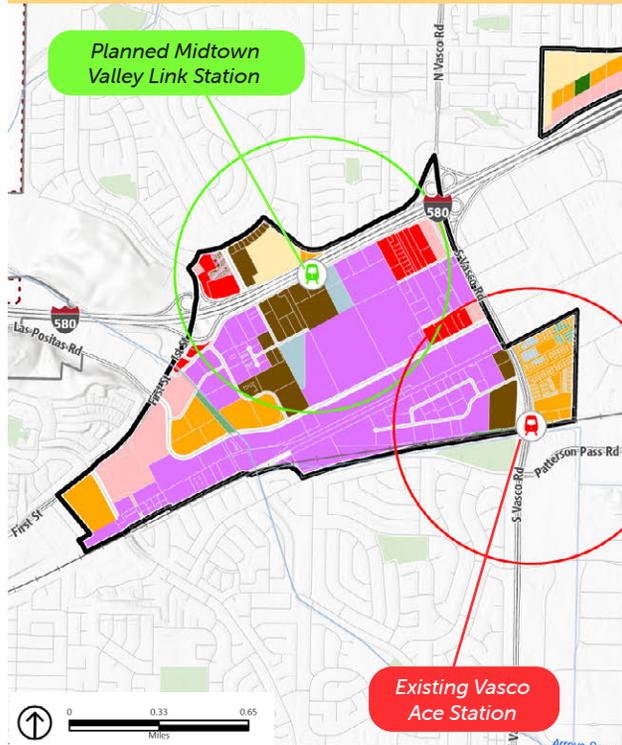
Description

The Midtown Focus Area is approximately 630 acres and currently includes a mix of existing commercial, office, industrial, and residential land uses. The predominant existing land use is low intensity, light industrial. The existing Vasco Ace Station is in the southeastern portion of the Focus Area near the existing Brisa Neighborhood. In addition, a planned Valley Link station area is proposed within this Focus Area located within the I-580 median approximately midway between the First Street Interchange and Vasco Road Interchange. Because of its location to existing and planned regional transit, the area is identified as a Priority Development Area in regional planning documents.

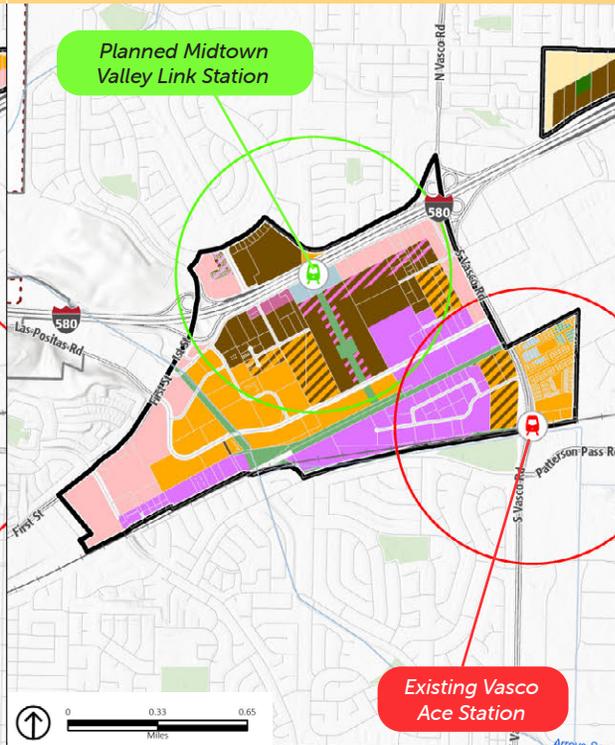
Existing Conditions (2020)

Housing Units	770
Population	2,070
Jobs	2,960

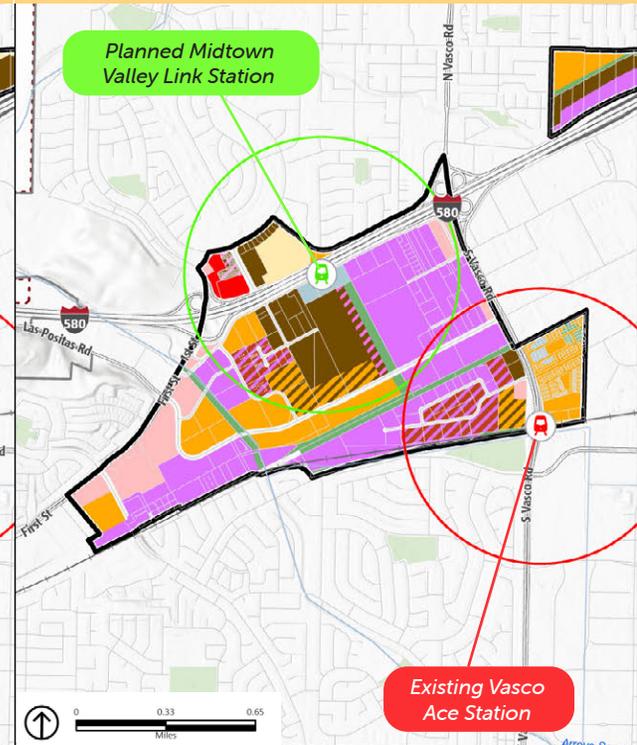
Business Center Alternative



Residential Neighborhood Alternative



Blended Alternative



2045 Net New **2045 Total**

Housing Units	+4,720	5,490
Population	+12,720	14,790
Jobs	+5,690	8,650

2045 Net New **2045 Total**

Housing Units	+10,550	11,320
Population	+28,400	30,470
Jobs	+4,770	7,730

2045 Net New **2045 Total**

Housing Units	+6,540	7,310
Population	+17,600	19,670
Jobs	+4,140	7,100

The Business Center Alternative would be most likely to achieve the City's employment goals but least likely to achieve State housing requirements. Because of the fewer number of housing units, this alternative is least likely to expose new residents to particulate matter from I-580 and result in less demand for new park space. Similarly, travelers on I-580 would view some new buildings in the northern portion of the focus area inconsistent with current Scenic Corridor polices.

Impacts associated with climate resilience would be generally the same in all the Midtown Alternatives. This alternative provides limited opportunity for improved mobility via biking and walking.

The Residential Neighborhood Alternative would be most likely to achieve State housing requirements but less likely to achieve the City's employment goals. This alternative could potentially expose new residents to particulate matter from I-580 and result in greater demand for new park space. This could be mitigated by considering non-residential land uses adjacent to the freeway, construction methods, and incorporation of additional park space into the Focus Area. This alternative proposes the most park and open space.

Travelers on I-580 would view a proportionally greater number of new buildings compared to the other alternatives with respect to the current Scenic Corridor polices. Impacts associated with climate resilience would be generally the same in all the Midtown Alternatives. This alternative provides the greatest improved mobility via biking and walking.

The Blended Alternative is a balance of the other two alternatives. This alternative is least likely to achieve the City's employment goals and only moderately likely to achieve State housing requirements.

Because of the fewer number of housing units, the alternative is moderately likely to expose new residents to particulate matter from I-580. New housing would result in demand for new park space. This alternative includes a linear park space buffering residential and industrial uses.

Similarly, travelers on I-580 would view some new buildings in the focus area that may be inconsistent with current Scenic Corridor polices. Impacts associated with climate resilience would be generally the same in all the Midtown Alternatives. This alternative provides opportunities for improved mobility via biking and walking.

Place Types



Low-Density Residential

- Single-family homes, duplexes
- 1 to 2 stories
- 2 to 14 DU/A



Neighborhood Commercial

- Includes uses such as dry cleaners, nail salons, grocery stores, and in-line retail
- 1 to 2 stories
- 0.30 to 1.0 FAR



General Industrial

- Includes manufacturing, warehousing, R&D, recycling facilities, and heavy industry that uses, stores, or processes raw materials
- 1 to 2 stories
- 0.60 FAR



Medium-Density Residential

- Townhomes, low-rise garden apartments, and condominiums
- 2 to 3 stories
- 15 to 29 DU/A



Highway Commercial

- Includes uses such as hotels and motels, restaurants, and motor vehicle and gasoline service stations
- 1 to 4 stories
- 0.30 to 1.0 FAR



Mixed Industrial-Office

- Includes office, Research & Development (R&D), and high-tech processing uses, such as life science; but not heavy industrial uses such as traditional manufacturing
- 1 to 2 stories
- 0.5 to 2.0 FAR



Medium-High-Density Residential

- Multi-story condominiums and apartment buildings with structured or below-ground parking
- 3 stories or higher
- 30 to 59 DU/A



Mixed Commercial and Industrial

- Includes food or beverage production areas that come with a commercial component which could occur in the same building
- 1 to 2 stories
- 0.30 to 1.0 FAR



Open Space

- Includes passive recreation areas, trails, scenic buffers from I-580, and open space for floodplain and environmental conservation



High-Density Residential

- Multi-story condominiums and apartment buildings with structured or below-ground parking
- 4 stories or higher
- 60 to 100 DU/A



Public

- Includes public and quasi-public uses, such as schools, transit facilities, public and private meeting facilities, park and recreation areas, administrative and professional offices



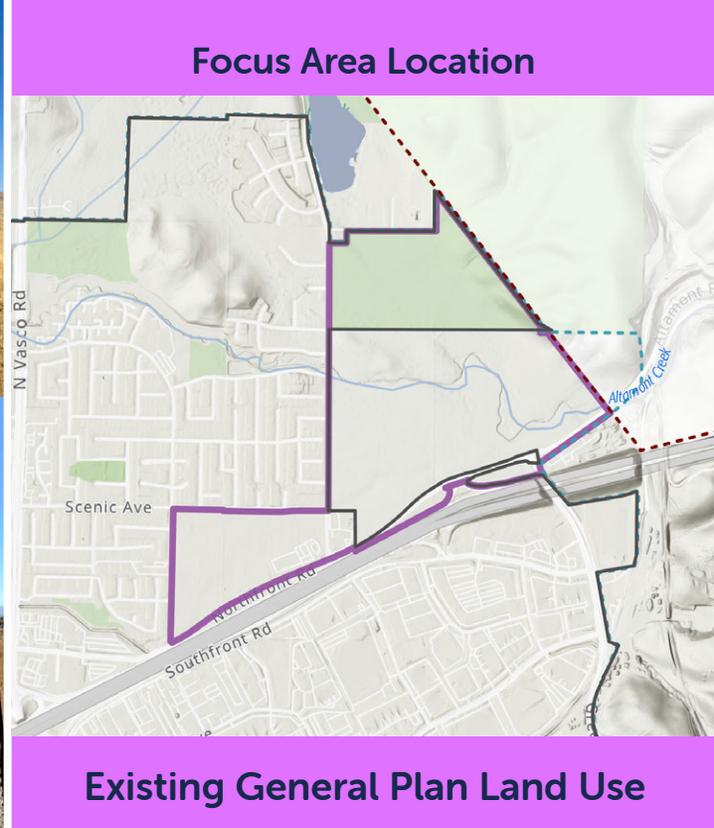
High-Density Mixed Use

- Residential: Multi-story condominiums and apartment buildings
- Non-residential: Neighborhood commercial or office
- 4 stories or higher
- 60 to 100 DU/A
- 2.0 FAR (non-residential)

LAUGHLIN ROAD FOCUS AREA

An aerial photograph showing a large, open green field in the foreground, bordered by a yellow dashed line. To the left, a multi-lane road with traffic runs parallel to the field. In the background, there is a dense residential and commercial area with various buildings and houses, set against a backdrop of rolling hills and mountains under a clear blue sky.

Laughlin Road Vision: Preserve open space and facilitate new compatible residential and commercial uses.



Description

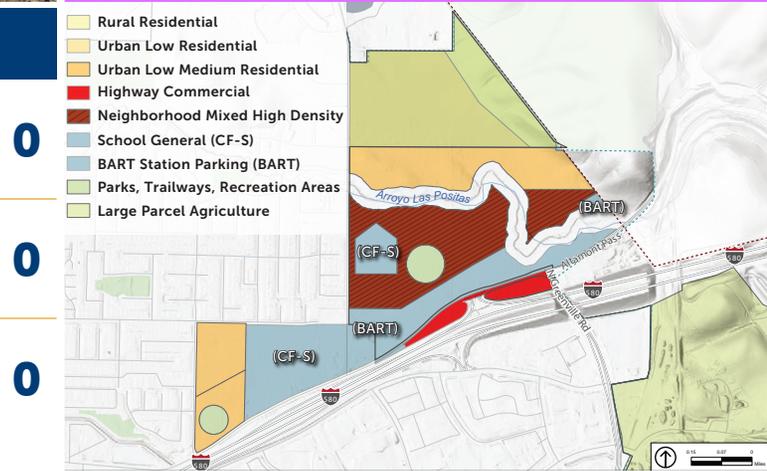
The Laughlin Road Focus Area is approximately 270 acres and currently consists of primarily vacant, undeveloped land with minimal light industrial and open space/recreational uses. Much of this Focus Area is outside of the City Limits, but within the Urban Growth Boundary. The current General Plan map identifies this Focus Area as a transit-oriented development in anticipation of a future BART station and maintenance facilities. BART formally decided not to extend service to Livermore. In addition, the proposed Valley Link rail system has identified transit stations in Livermore at Isabel Avenue and Southfront Road. Therefore, the current urban land use designations may not be appropriate at this location. Considering biological resources and earthquake fault lines in the undeveloped part of this Focus Area outside the City Limits, all three draft alternatives anticipate preserving the majority of the Focus Area's open space and explore different variations of residential, industrial, and commercial uses along I-580 at the southern and western edges of the Focus Area.

Existing Conditions (2020)

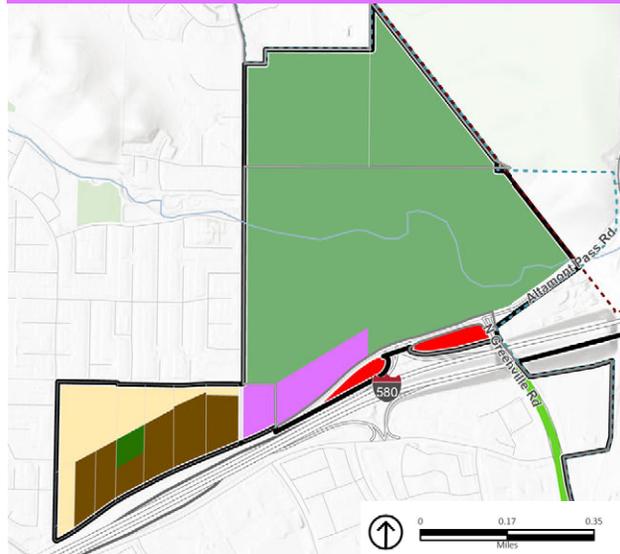
Housing Units **0**

Population **0**

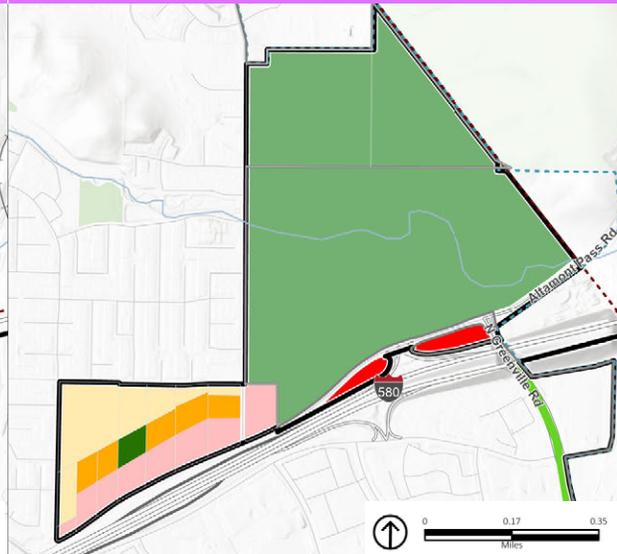
Jobs **0**



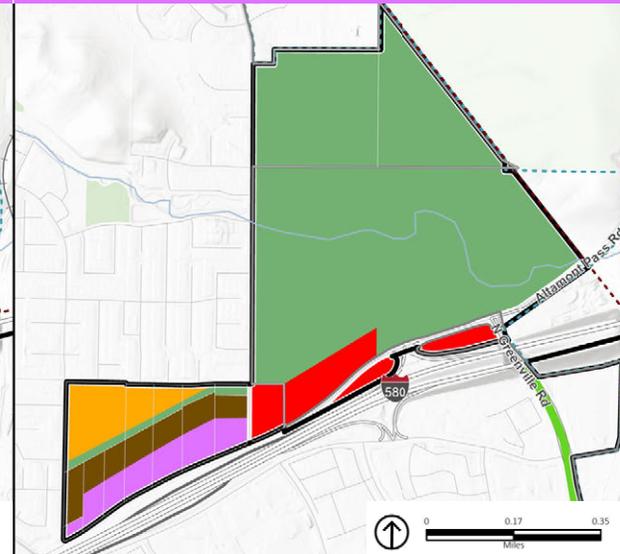
Open Space Alternative



Mixed Use Alternative



Industrial Alternative



2045 Net New

2045 Total

Housing Units	+1,610	1,610
Population	+4,330	4,330
Jobs	+260	260

2045 Net New

2045 Total

Housing Units	+290	290
Population	+780	780
Jobs	+1,540	1,540

2045 Net New

2045 Total

Housing Units	+1,110	1,110
Population	+3,000	3,000
Jobs	+780	780

This alternative would be most likely to comply with State housing requirements but least likely to achieve the City's employment goals.

Because of the higher number of housing units, this alternative is more likely to expose new residents to particulate matter from I-580 and result in greater demand for new park space. Similarly, travelers on I-580 would view new buildings which could be inconsistent with current Scenic Corridor polices.

A neighborhood park and open space would potentially add opportunities for physical activity. However, the new neighborhood could also moderately increase heat islands and encroach into wildland fire area.

This alternative provides opportunities for improved mobility via biking and walking and connections to the existing trail network.

This alternative would be least likely to comply with State housing requirements and most likely to help achieve the City's employment goals.

Because of the fewer number of housing units, this alternative is less likely to expose new residents to particulate matter from I-580 due to non-residential land uses adjacent to the freeway and result in less demand for new park space. Travelers on I-580 would minimally view new buildings which could be inconsistent with current Scenic Corridor polices.

Retail could provide improved access to food and services, although there might not be adequate demand at this location. A neighborhood park and open space would potentially add opportunities for physical activity. However, the new neighborhood could also moderately increase heat islands and encroach into wildland fire area.

This alternative provides opportunities for improved mobility via biking and walking and connections to the existing trail network.

This alternative would be moderately likely to comply with both State housing requirements and to help achieve the City's employment goals.

Because of the location, this alternative has moderate potential to expose new residents to particulate matter from I-580 due to non-residential land uses adjacent to the freeway and result in less demand for new park space. Travelers on I-580 would view new buildings which could be inconsistent with current Scenic Corridor polices.

Highway Oriented Retail could provide improved access to food and services, although there may not be adequate demand at this location. A linear neighborhood park and open space would potentially add opportunities for physical activity. However, the new neighborhood could also moderately increase heat islands and encroach into wildland fire area.

This alternative provides opportunities for improved mobility via biking and walking and connections to the existing trail network.

Place Types



Low-Density Residential

- Single-family homes, duplexes
- 1 to 2 stories
- 2 to 14 DU/A



Neighborhood Commercial

- Includes uses such as dry cleaners, nail salons, grocery stores, and in-line retail
- 1 to 2 stories
- 0.30 to 1.0 FAR



Medium-Density Residential

- Townhomes, low-rise garden apartments, and condominiums
- 2 to 3 stories
- 15 to 29 DU/A



Highway Commercial

- Includes uses such as hotels and motels, restaurants, and motor vehicle and gasoline service stations
- 1 to 4 stories
- 0.30 to 1.0 FAR



High-Density Residential

- Multi-story condominiums and apartment buildings with structured or below-ground parking
- 4 stories or higher
- 60 to 100 DU/A



General Industrial

- Includes manufacturing, warehousing, R&D, recycling facilities, and heavy industry that uses, stores, or processes raw materials
- 1 to 2 stories
- 0.60 FAR



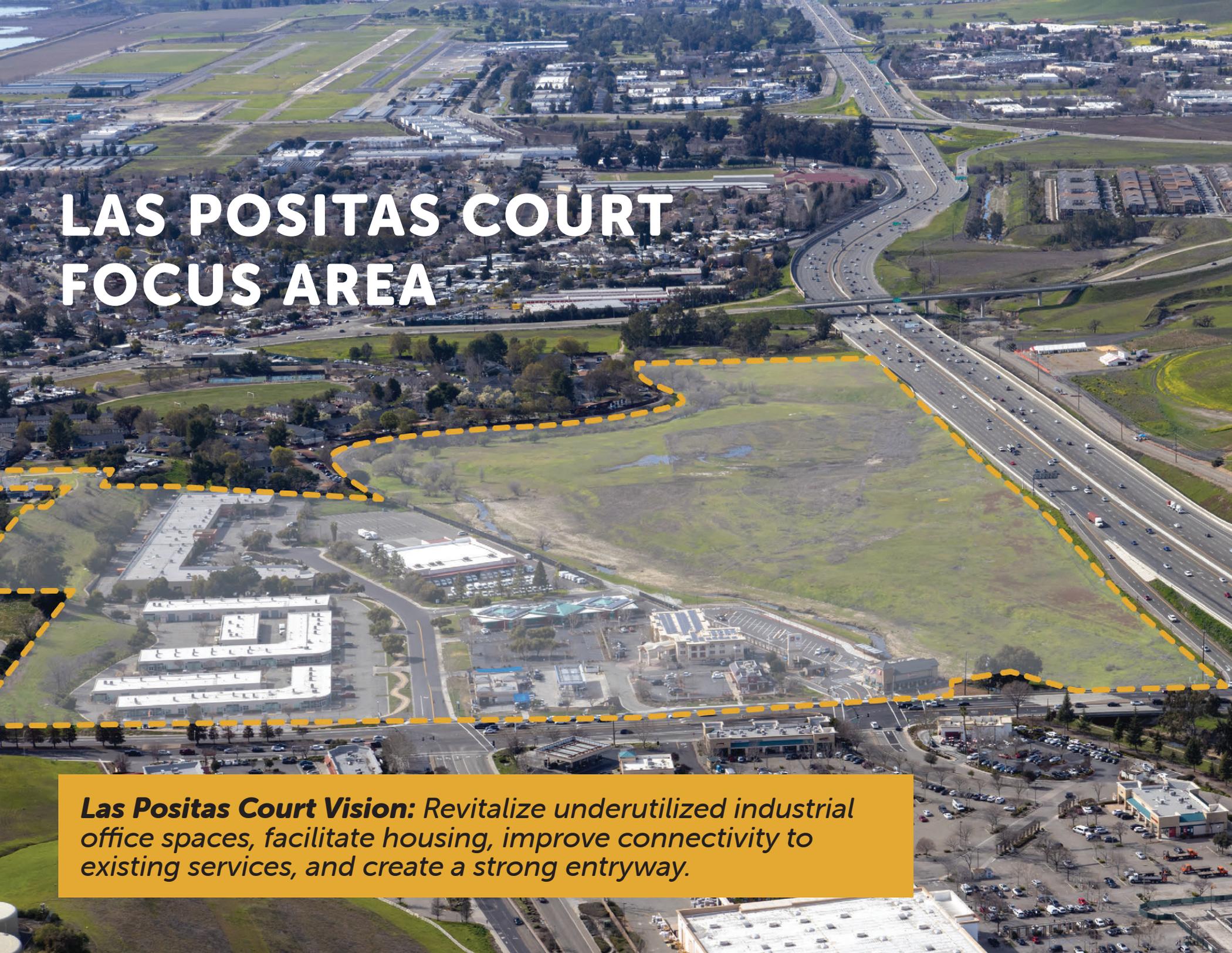
Parks/Recreation

- Includes active recreation areas, playgrounds, landscaped trails, and paths



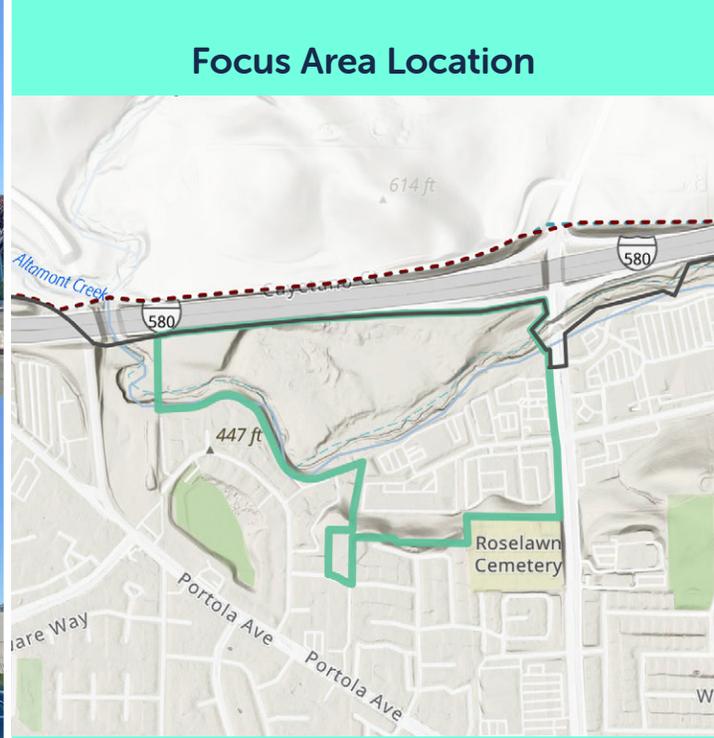
Open Space

- Includes passive recreation areas, trails, scenic buffers from I-580, and open space for floodplain and environmental conservation

An aerial photograph of the Las Positas Court area. A large, irregularly shaped area in the center is outlined with a thick, yellow dashed line. This area is mostly undeveloped, showing green grass and some patches of brown earth. To the left and bottom-left of this area are several large, modern industrial or office buildings with flat roofs and parking lots. To the right is a multi-lane highway with many cars. In the background, there are more residential and commercial buildings, and a large open field. The overall scene is a mix of developed and undeveloped land.

LAS POSITAS COURT FOCUS AREA

Las Positas Court Vision: Revitalize underutilized industrial office spaces, facilitate housing, improve connectivity to existing services, and create a strong entryway.



Description

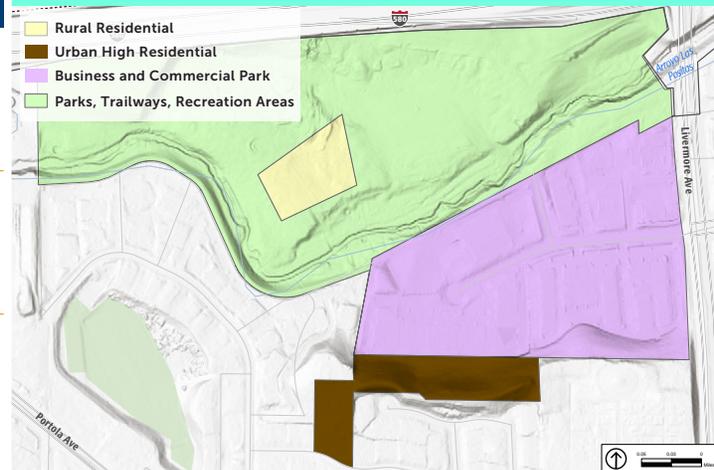
The Las Positas Court Focus Area is approximately 75 acres and currently includes low-lying industrial/office buildings and undeveloped land that fronts I-580 along with highway-oriented retail commercial uses. Considerations for the northern portion of this focus area include Arroyo Las Positas, flood plain limitations, limited access across the creek and biological resources. All of the alternatives propose adding residential south of Las Positas Court along with a new open space corridor, while preserving or expanding the existing commercial and industrial/office space north of Las Positas Court.

The draft alternatives explore variations of extending the surrounding residential, commercial, and open space uses, while preserving some of the existing commercial space to revitalize these underutilized areas. Strengthening the land use pattern in this area has the potential to create a strong entryway into the city.

Existing Conditions (2020)

Housing Units	0
Population	0
Jobs	250

Existing General Plan Land Use



Residential Alternative



Neighborhood Center Alternative



Highway Oriented Alternative



2045 Net New

2045 Total

Housing Units
Population
Jobs

+80
+200
+1,000

80
200
1,250

This alternative would result in the fewest new housing units and jobs and the fewest overall changes to the Focus Area. Preservation of the open space adjacent to the freeway would better retain views of the distant hillsides for travelers on I-580 and provide climate benefits by reducing urban heat impacts from development and the potential for arroyo flooding. Biological resources would remain undisturbed in the existing open space area.

Single family residents would be separated from mixed Industrial-Office uses by Las Positas Court and impacts from diesel exhaust should be low. This alternative provides limited mobility improvements.

2045 Net New

2045 Total

+140
+370
+1,100

140
370
1,350

This alternative would result in the second most jobs and housing units. The agricultural uses along the freeway would provide an attractive gateway entry to Livermore Avenue and could retain views of the hills from I-580, depending on the agricultural products being grown. Disturbance to biological resources could be increased as open space is converted to farmland and flooding protections would fall between the other alternatives. Urban heat effects would be reduced by the smaller development footprint, similar to the Residential Alternative.

Townhouse and apartment units would be separated from mixed Industrial-Office uses by Las Positas Court and impacts from diesel exhaust should be low. This alternative could benefit from convenient walkable access from residential to Neighborhood Commercial uses fronting Livermore Avenue.

2045 Net New

2045 Total

+280
+760
+2,670

280
760
2,920

This alternative would result in the most new jobs and housing units. The industrial uses along the freeway would largely eliminate views of the distant hills and mitigation protections may be needed to avoid flooding impacts. Tree planting and reflective roofs could partially offset urban heating, which would be higher due to industrial development. Disturbance to biological resources could be higher due to increased development.

Residents in townhouses and apartments could be exposed to higher diesel exhaust levels due to proximity to General Industrial uses which would have more truck trips than Industrial-Office. This alternative has limited mobility improvements.

Place Types



Low-Density Residential

- Single-family homes, duplexes
- 1 to 2 stories
- 2 to 14 DU/A



General Industrial

- Includes manufacturing, warehousing, R&D, recycling facilities, and heavy industry that uses, stores, or processes raw materials
- 1 to 2 stories
- 0.60 FAR



Medium-Density Residential

- Townhomes, low-rise garden apartments, and condominiums
- 2 to 3 stories
- 15 to 29 DU/A



Mixed Industrial-Office

- Includes office, Research & Development (R&D), and high-tech processing uses, such as life science; but not heavy industrial uses such as traditional manufacturing
- 1 to 2 stories
- 0.5 to 2.0 FAR



Medium-High-Density Residential

- Multi-story condominiums and apartment buildings with structured or below-ground parking
- 3 stories or higher
- 30 to 59 DU/A



Agriculture

- Includes agricultural uses such as vineyards and orchards in areas suitable for cultivated agriculture



Neighborhood Commercial

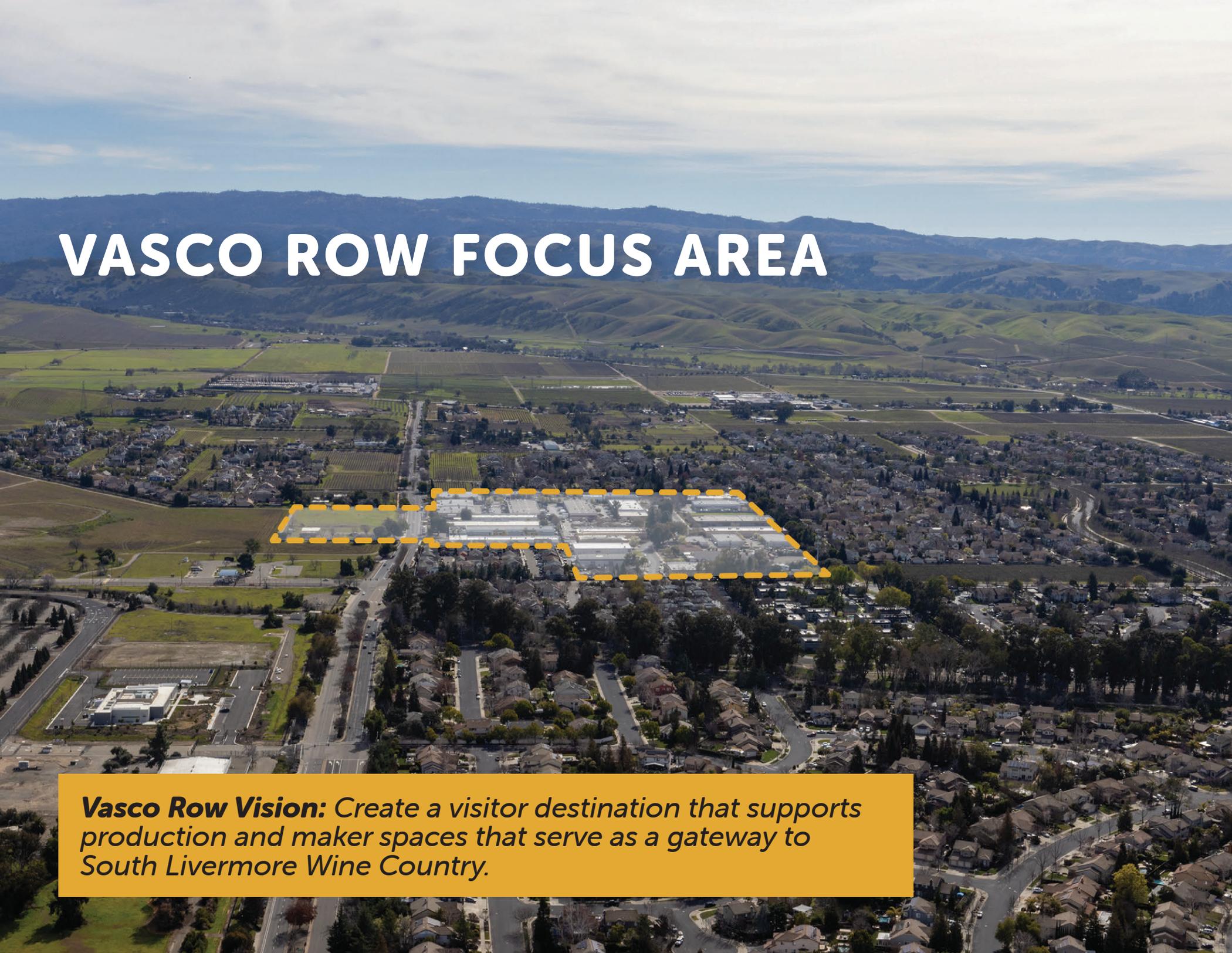
- Includes uses such as dry cleaners, nail salons, grocery stores, and in-line retail
- 1 to 2 stories
- 0.30 to 1.0 FAR



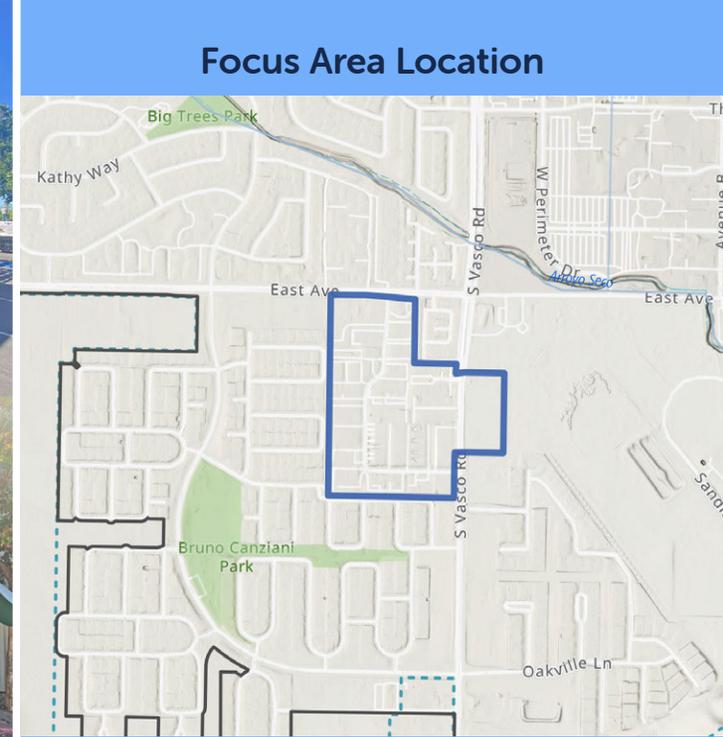
Open Space

- Includes passive recreation areas, trails, scenic buffers from I-580, and open space for floodplain and environmental conservation

VASCO ROW FOCUS AREA

An aerial photograph of a suburban area in South Livermore, California. The foreground shows a residential neighborhood with houses and trees. A central area, outlined with a dashed yellow border, contains several large industrial or warehouse buildings. Beyond this area are rolling green hills and agricultural fields under a cloudy sky.

Vasco Row Vision: Create a visitor destination that supports production and maker spaces that serve as a gateway to South Livermore Wine Country.



Existing General Plan Land Use



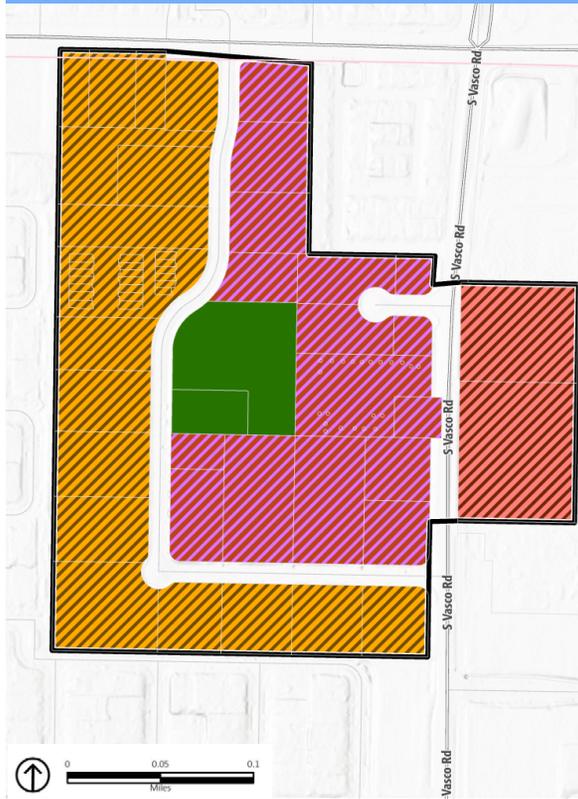
Description

The Vasco Row Focus Area is approximately 40 acres and currently includes a mix of existing light industrial uses and a few rural residential uses. The emergence of commercial uses from winery and brewery businesses have created a new vibrancy to this area that was not originally anticipated by the existing General Plan. All three draft alternatives explore variations of a commercial and production maker village that accommodates the sale and cultivation of local products such as coffee, cheese, wine, and beer, along with related dining and entertainment uses. The maker village is activated by differing mixes of new residential uses and parks and open spaces.

Existing Conditions (2020)

Housing Units	5
Population	15
Jobs	440

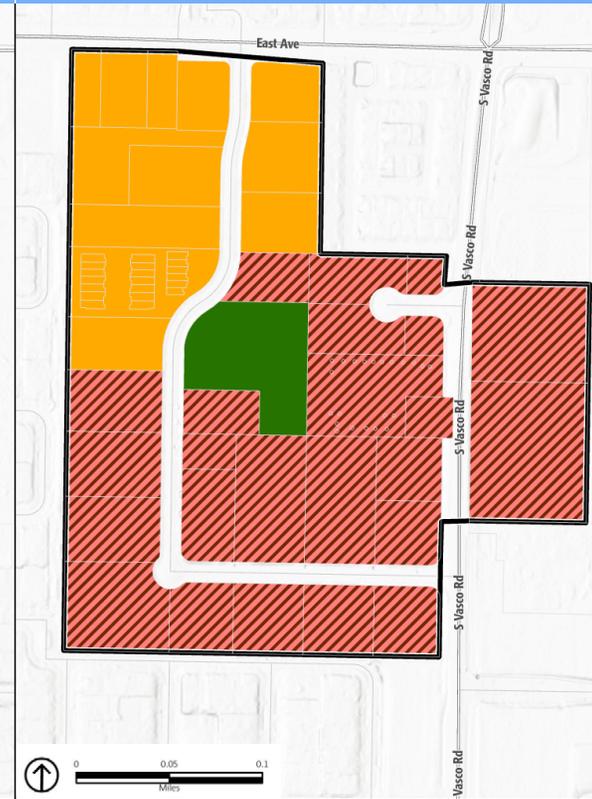
Maker Village Alternative



Production Alternative



Wine Country Center Alternative



	2045 Net New	2045 Total	2045 Net New	2045 Total	2045 Net New	2045 Total
Housing Units	+ 560	565	0	5	+ 190	195
Population	+ 1,510	1,525	0	15	+ 500	515
Jobs	+ 70	510	+ 380	820	+ 210	650

The Maker Village Alternative includes more new housing than the other alternatives and the fewest new jobs.

The higher residential count and larger park space could result in more landscaping and reduce urban heat island effects, as well as creating an active exchange between the residents and the Maker Village commercial tenants.

The Production Alternative includes the most new jobs and no new housing units. The larger amount of hardscape could result in greater urban heat island effects but would not add new residents that could be exposed to diesel particulate matter.

This alternative also adds the least amount of park space to an area with somewhat poor park access.

The Wine Country Center Alternative includes less hardscape than the Production Alternative, but less landscaping than the Maker Village Alternative.

This alternative has more park space than the Production Alternative and less than the Maker Village Alternative.

Place Types



Medium-Density Residential

- ▀ Townhomes, low-rise garden apartments, and condominiums
- ▀ 2 to 3 stories
- ▀ 15 to 29 DU/A



Wine-Country Commercial

- ▀ Includes uses such as wineries, production facilities, tasting rooms, small groceries, restaurants, bike rental facilities, lodging, and other visitor serving uses
- ▀ 1 to 2 stories
- ▀ 0.30 to 1.0 FAR



Medium-High-Density Residential

- ▀ Multi-story condominiums and apartment buildings with structured or below-ground parking
- ▀ 3 stories or higher
- ▀ 30 to 59 DU/A



Parks/Recreation

- ▀ Includes active recreation areas, playgrounds, landscaped trails, and paths



Mixed Commercial and Industrial

- ▀ Includes food or beverage production areas that come with a commercial component which could occur in the same building
- ▀ 1 to 2 stories
- ▀ 0.30 to 1.0 FAR

EAST OF GREENVILLE FOCUS AREA

East of Greenville Vision: Establish land uses that support innovation and technology-based companies in a complete district, hosting a mix of jobs, services, and amenities, which collectively help the community achieve long term fiscal sustainability and serves as an inviting gateway that transitions into South Livermore Wine Country.

Existing Conditions (2020)

Housing Units	21
Population	55
Jobs	270



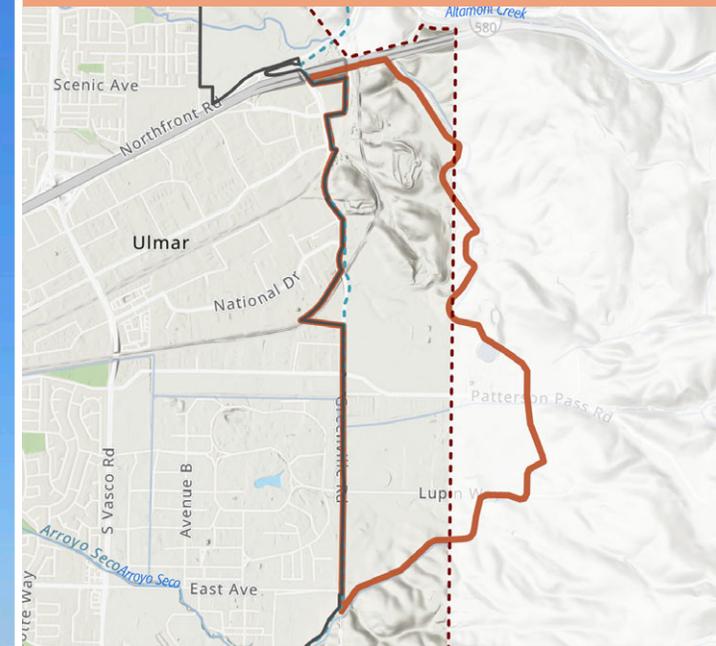
The East of Greenville Focus Area is approximately 1,139 acres, and is mostly located east of Greenville Road, west of the aqueduct, and between I-580 to the north and Tesla Road to the south. This Focus Area is primarily undeveloped but does include scattered industrial, public uses (utilities), and a few large lot rural residential homes.

The City added the East of Greenville Focus Area as a potential new job area due to feedback received from the General Plan Advisory Committee, business and commercial brokerage community, and direction from the City Council to ensure the balance of new housing inside City limits with the need to maintain a supply of land for job-generating uses. The East of Greenville Focus Area is limited to non-residential uses such as industrial, commercial, parks, open space, and agriculture.

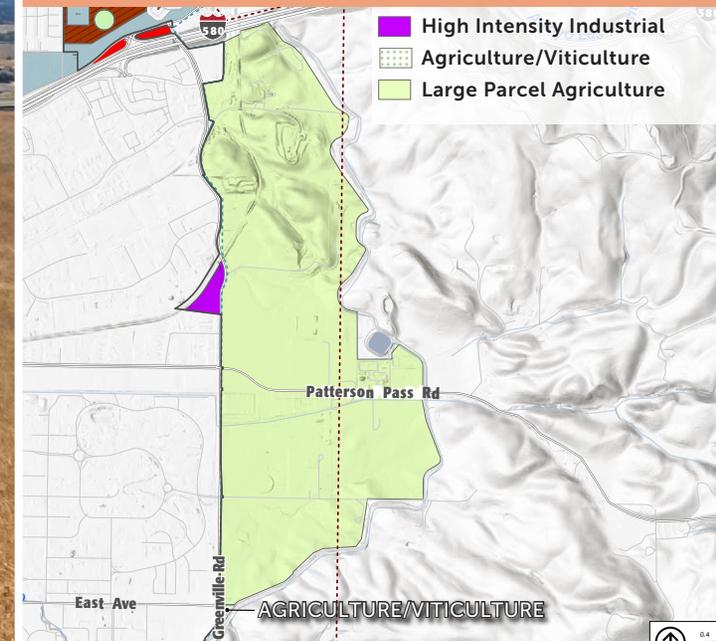
- Accommodate high-quality jobs for a range of skill levels that could be displaced through infill development.
- Improve the area as a gateway to Livermore wine country.
- Add uses and research facilities that would support the adjacent National laboratories.
- Create a more attractive entry to eastern Livermore and south Livermore wine country through site planning and required landscape and street improvements.
- Remedy County land use practices to align the area with the Livermore community values.

Future development in the East of Greenville Focus Area would require a ballot measure for Livermore voter consideration to expand the Urban Growth Boundary (UGB). In addition, annexation into the City Limits would be required to extend municipal infrastructure. Similar to the Midtown Focus Area, the City would likely prepare a Specific Plan after adoption of the General Plan Update to address specific issues. Completing all these steps could take many years before any development occurs and buildout would likely extend beyond the 2045 horizon year of the General Plan.

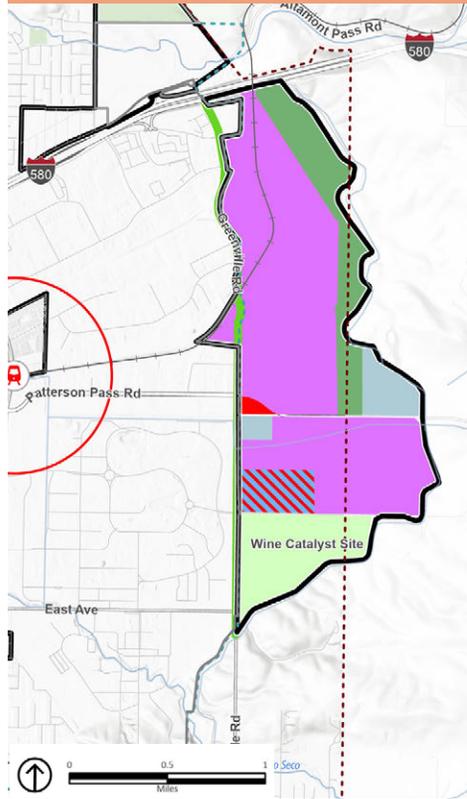
Focus Area Location



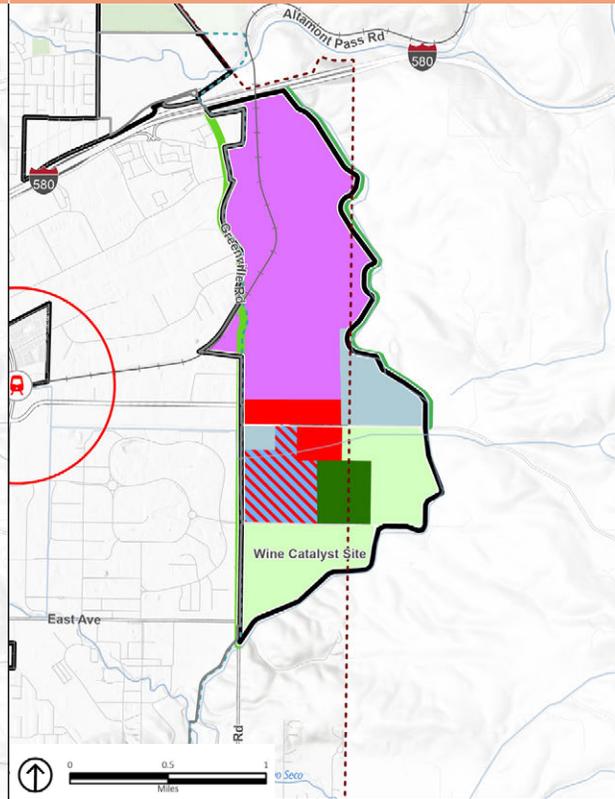
Existing General Plan Land Use



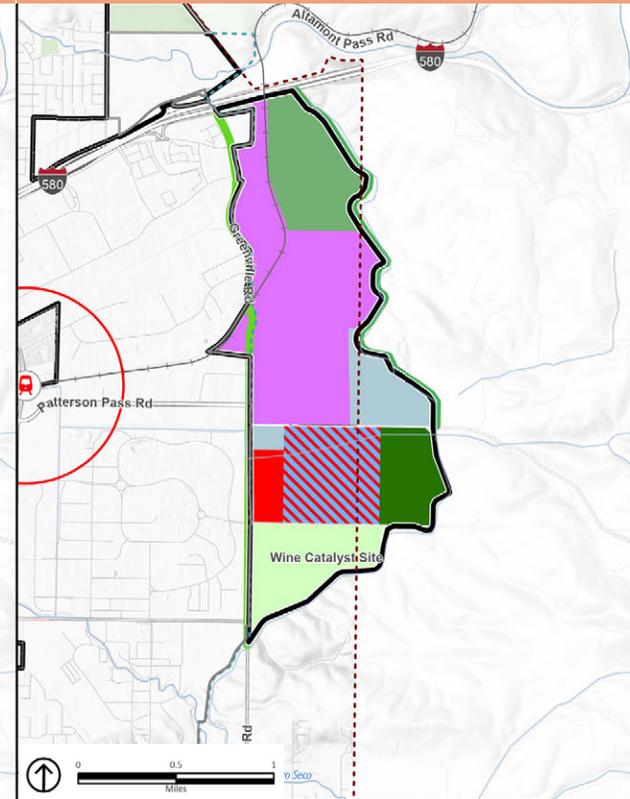
Alternative A



Alternative B



Alternative C



2045 Net New

2045 Total

Housing Units	0	21
Population	0	55
Jobs	+10,200	10,470

2045 Net New

2045 Total

Housing Units	0	21
Population	0	55
Jobs	+11,330	11,600

2045 Net New

2045 Total

Housing Units	0	21
Population	0	55
Jobs	+9,350	9,620

Alternative A reserves the majority of the Focus Area for industrial business park uses and would generate a variety of high quality jobs for Livermore residents. The lack of housing minimizes potential impacts from industrial uses and demand for park space. A passive open space buffer along the northeast boundary and a small commercial node provide amenities for daytime employment uses. A small educational/research campus also provides employment and educational opportunities and potential for synergies with the national laboratories. A vineyard focused landscape theme along Greenville Road will enhance this scenic gateway to wine country that transitions to a wine catalyst site at the southern end of the Focus Area. Climate impacts would not differ significantly across alternatives, with some mitigation needed to avert flooding and wildfire risk. There are limited mobility enhancements in all alternatives.

Alternative B provides a medium number of jobs from industrial business park uses and additional service jobs with a very large centrally located commercial node that could include goods and services, restaurants, entertainment, wine country uses, lodging and conference facilities. A larger educational/research campus than Alternative A provides additional employment and educational opportunities and potential synergies with the national laboratories. A large park recognizes both the needs of the daytime employee population and the local resident needs for additional sports fields. Lack of housing limits impacts from industrial or sports park uses. A vineyard focused landscape theme along Greenville Road will enhance this scenic gateway to wine country as it transitions to the largest wine catalyst site of the three alternatives. Climate impacts would not differ significantly across alternatives, with some mitigation needed to avert flooding and wildfire risk. There are limited mobility enhancements in all alternatives.

Alternative C provides the fewest industrial business park jobs and fewer service jobs than Alternative B, with a commercial node along Greenville Road that could include goods and services, restaurants, wine country uses and lodging. The largest educational/research campus provides significant employment and educational opportunities and potential synergies with the national laboratories. The largest passive open space and park uses benefit both daytime employees and local residents, including the sports park needs for local youth. Lack of housing limits impacts from industrial or sports park uses. A vineyard focused landscape theme along Greenville Road will enhance this scenic gateway to wine country as it transitions to a wine catalyst site at the southern end of the Focus Area. Climate impacts would not differ significantly across alternatives, with some mitigation needed to avert flooding and wildfire risk. There are limited mobility enhancements in all alternatives.

Place Types



Research Campus

- Includes a public or private research campus affiliated with a university or academic institution to support startup or existing companies in various fields, including energy, engineering, software development, food science, agriculture, and the life sciences sector.



Parks/Recreation

- Includes active recreation areas, playgrounds, landscaped trails, and paths



General Commercial

- Includes uses such as hotels and motels, restaurants, and motor vehicle and gasoline service stations
- 1 to 4 stories
- 0.30 to 1.0 FAR



Open Space

- Includes passive recreation areas, trails, scenic buffers from I-580, and open space for floodplain and environmental conservation



General Industrial

- Includes manufacturing, warehousing, R&D, recycling facilities, and heavy industry that uses, stores, or processes raw materials
- 1 to 2 stories
- 0.60 FAR



Agriculture

- Includes agricultural uses such as vineyards and orchards in areas suitable for cultivated agriculture



Public

- Includes public and quasi-public uses, such as schools, transit facilities, public and private meeting facilities, park and recreation areas, administrative and professional offices

Citywide Alternatives Analysis

The findings of this section are meant to help the community understand how different levels of housing and job growth could affect citywide metrics including jobs/housing balance, school capacity, park standards, the circulation system, utilities, and the City's fiscal budget. To understand these impacts, the General Plan team created three Citywide Land Use Alternatives that incorporate the Focus Area alternatives into the bigger picture. The Focus Area alternatives can be mixed and matched in different ways to create the Citywide Preferred Land Use Scenario.

This analysis assumes the same rate of growth for the existing General Plan land use designations outside the Focus Areas. Understanding the potential growth at a citywide evaluation is necessary for these topics because:

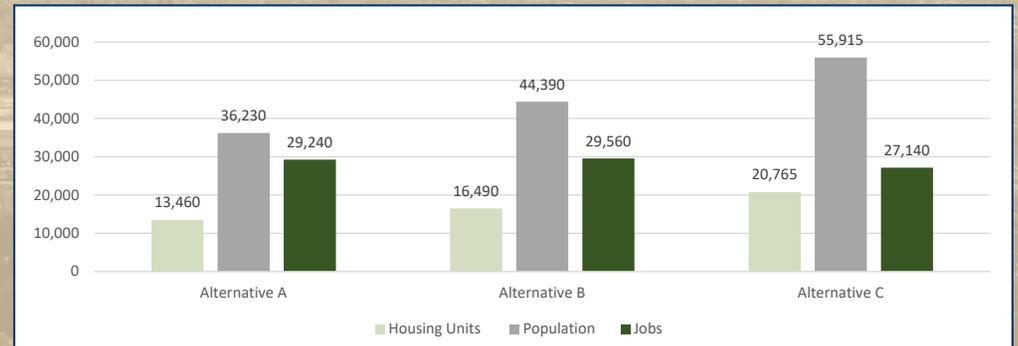
- Evaluating the employed residents to jobs ratio is more meaningful when looking at how different levels of total net new housing and job growth through 2040 could affect this ratio.
- Looking at the school system at a citywide level is appropriate because Livermore students have the flexibility to attend any school within the district. The City will continue to work with the LVJUSD to understand where new school sites might be needed upon selection of the preferred land use scenario.
- Understanding if the land use alternative could meet or improve Livermore Area Recreation and Park District service

standards needs to be done at the citywide scale because it is the same scale as the park standards.

- Analyzing the traffic and utility system using assumptions about the total growth that could occur over the next 20 years provides a big picture understanding of how traffic conditions, travel patterns, water demand, and wastewater capacity could be affected.
- Examining how different land use alternatives could affect fiscal operations enables the City to identify how wide scale changes to the land use pattern could affect City revenue and expenditures.

The chart and table below show the net new household, housing unit, population, and job growth from 2020 to 2045 for the Citywide Land Use Alternatives. However, market factors would influence private investment and development decisions.

Citywide Alternatives Net New Growth

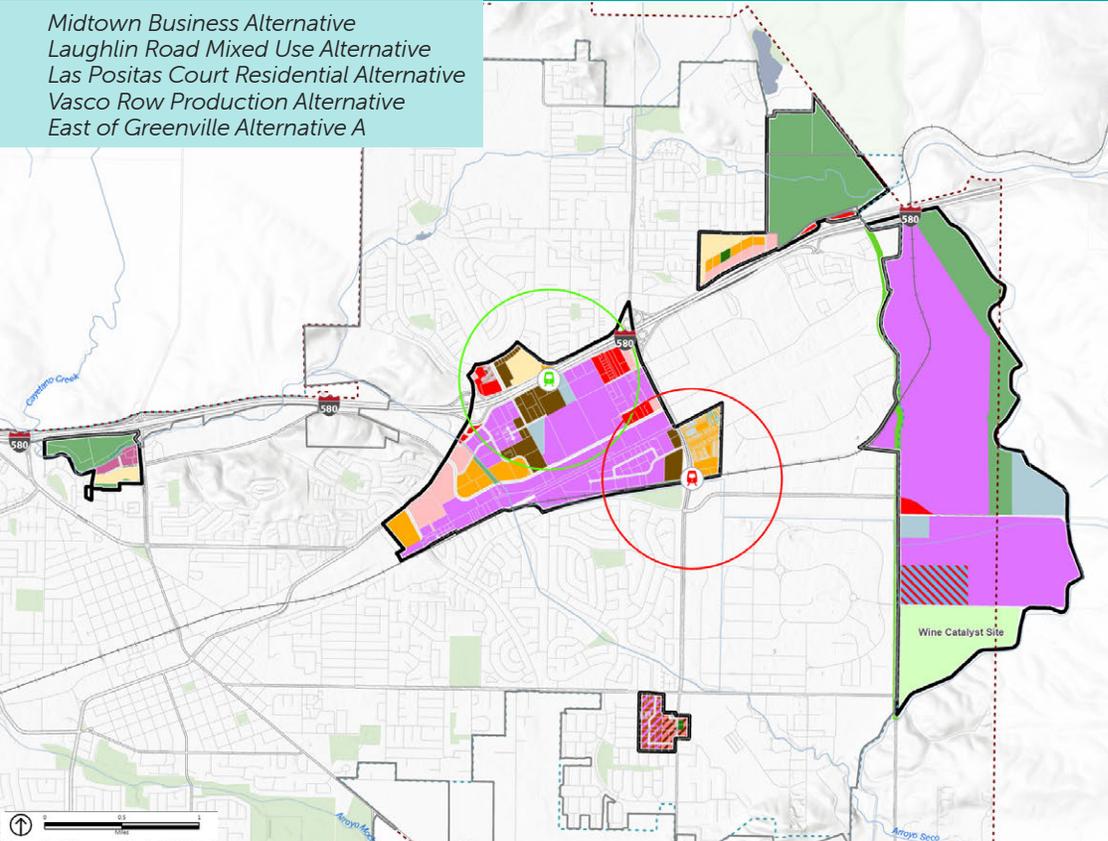


Citywide Alternatives 2045 Buildout

	Existing Conditions (2020)	Future Growth Outside Focus Areas (2045)	Alternative A		Alternative B		Alternative C	
			2045 Net New in Focus Areas	2045 Total	2045 Net New in Focus Areas	2045 Total	2045 Net New in Focus Areas	2045 Total
Housing Units	33,640	8,370	5,090	47,100	8,120	50,130	12,395	54,405
Population	90,555	22,530	13,700	126,785	21,860	134,945	33,385	146,470
Jobs	52,270	10,430	18,810	81,510	19,130	81,830	16,710	79,410

Citywide Alternative A

Midtown Business Alternative
 Laughlin Road Mixed Use Alternative
 Las Positas Court Residential Alternative
 Vasco Row Production Alternative
 East of Greenville Alternative A



Citywide Land Use Alternative A would add 13,460 housing units, the fewest net new housing units of the Citywide Alternatives. It would also result in 29,240 net new jobs. This alternative is a combination of the following Focus Area alternatives:

- Midtown Business Alternative
- Laughlin Road Mixed Use Alternative
- Las Positas Court Residential Alternative
- Vasco Row Production Alternative
- East of Greenville Alternative A

+13,460
New housing units

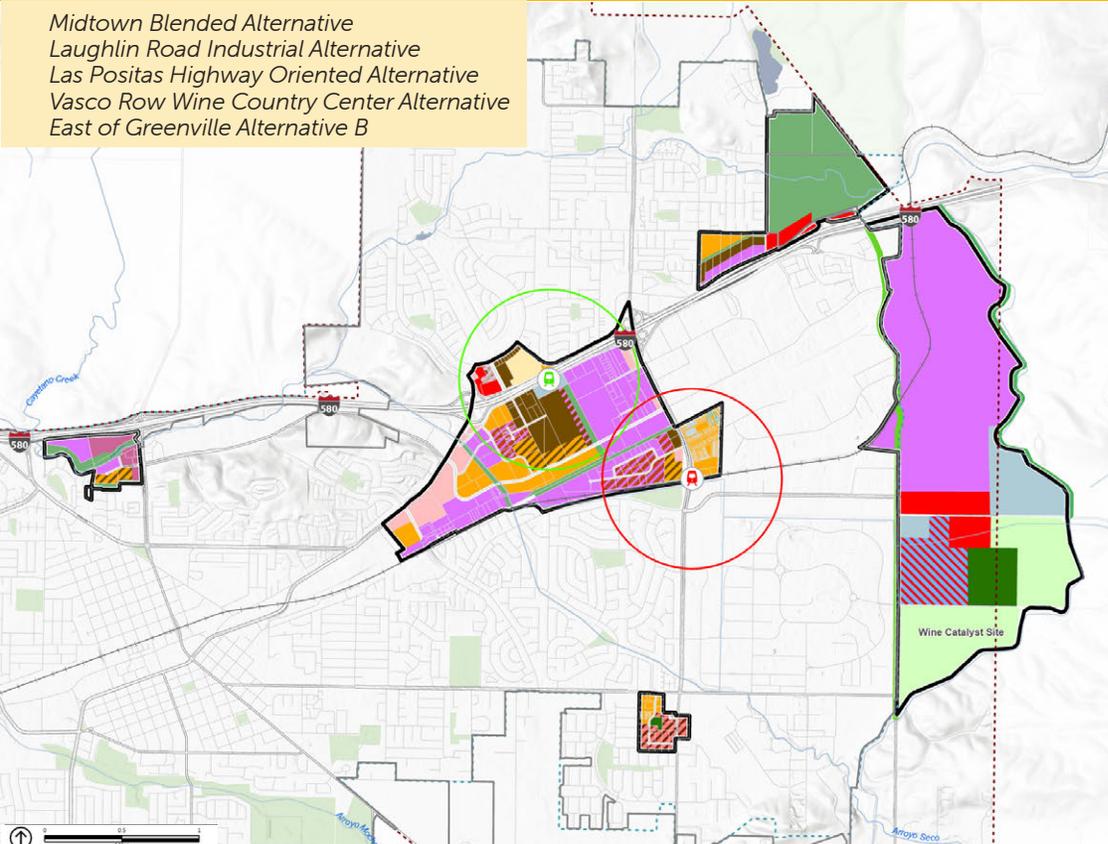
+29,240
New jobs

Alternative Evaluation Findings

Housing and Jobs	Ability to meet Future State Housing Requirements	● ● ●	Would provide the least assurance of meeting future housing requirement cycles and buffers.
	Jobs-Housing Balance	● ● ●	Would result in more jobs compared than employed residents, with a ratio of 1.19.
Community Services	Schools	● ● ●	Existing schools would be able to accommodate the additional new students under Alternative A. Would also generate the fewest new students.
	Park Service Standards	● ● ●	All alternatives would further exacerbate the existing park land deficiency. Alternative A would generate the fewest new residents and would have the least demand for new parks compared to Alternatives B and C.
Traffic and Mobility	Vehicle Miles Traveled (VMT)	● ● ●	Would result in least total VMT, but highest per average VMT.
	Mode Shift	● ● ●	Would result in more future residents traveling by bus, bicycle, and walking compared to Alternative B, but less than Alternative C.
	Average Speed	● ● ●	Would have the highest average speeds.
Utilities	Water * See note on page 30 (last page).	● ● ●	Would result in the most water demand compared to Alternatives B and C and would result in the greatest need for additional future water supplies for the area within the Livermore Municipal Water District.
	Wastewater Service	● ● ●	Would generate the least wastewater compared to Alternatives B and C. There would be sufficient capacity to treat projected wastewater generation.
Fiscal Impact Analysis	+ \$34.7M Annual Net Surplus	● ● ●	Generates the least revenue (\$75.8 million) but would have the lowest costs to provide additional public service and infrastructure (\$41.1 million). The annual net fiscal surplus at General Plan buildout is estimated to be \$34.7 million.

Citywide Alternative B

Midtown Blended Alternative
 Laughlin Road Industrial Alternative
 Las Positas Highway Oriented Alternative
 Vasco Row Wine Country Center Alternative
 East of Greenville Alternative B



Citywide Land Use Alternative B would add 16,490 net new housing units, a mid-range of net new units compared to the other Citywide Alternatives. It would also add 29,560 net new jobs. This alternative is a combination of the following Focus Area Alternatives:

- Midtown Blended Alternative
- Laughlin Road Industrial Alternative
- Las Positas Highway Oriented Alternative
- Vasco Row Wine Country Center Alternative
- East of Greenville Alternative B

+16,490
New housing units

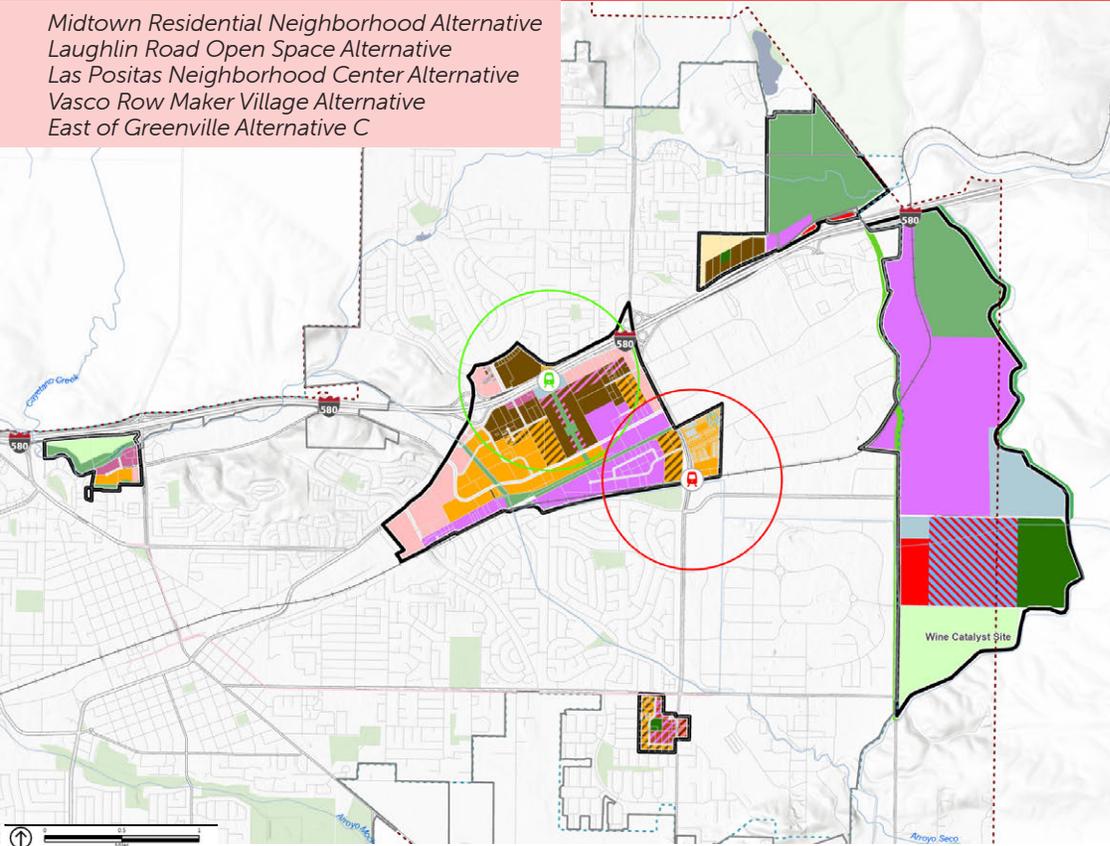
+29,560
New jobs

Alternative Evaluation Findings

Housing and Jobs	Ability to meet Future State Housing Requirements	● ● ●	Would likely accommodate future housing requirement cycles, but would have a smaller buffer compared to Alternative C.
	Jobs-Housing Balance	● ● ●	Would result in more jobs than employed residents, with a ratio of 1.12.
Community Services	Schools	● ● ●	Existing schools would be able to accommodate the additional new students under Alternative B. Would generate less students than Alternative C and more students than Alternative A.
	Park Service Standards	● ● ●	All alternatives would further exacerbate the existing park land deficiency. Alternative B would generate more park demand than Alternative A, but less park demand compared to Alternative C.
Traffic and Mobility	Vehicle Miles Traveled (VMT)	● ● ●	Would result in most total VMT, but lowest per average VMT.
	Mode Shift	● ● ●	Would result in the least amount of future residents traveling by bus, bicycle and walking.
	Average Speed	● ● ●	Would have the lowest average speeds.
Utilities	Water <i>* See note on page 30 (last page).</i>	● ● ●	Would create more water demand than current projected supply in the Livermore Municipal Water District service area, but would create less demand compared to Alternative A and Alternative C.
	Wastewater Service	● ● ●	Would generate more wastewater compared to Alternative A, but less wastewater compared to Alternative C. There would be sufficient capacity to treat projected wastewater generation.
Fiscal Impact Analysis	+ \$46.2M Annual Net Surplus	● ● ●	Generates the most revenue (\$93.9 million). Would cost more to provide additional public services and infrastructure (\$47.7 million) than Alternative A, but less than Alternative C. The annual net fiscal surplus at General Plan buildout is estimated to be \$46.2 million.

Citywide Alternative C

Midtown Residential Neighborhood Alternative
 Laughlin Road Open Space Alternative
 Las Positas Neighborhood Center Alternative
 Vasco Row Maker Village Alternative
 East of Greenville Alternative C



Citywide Land Use Alternative C add 20,765 housing units, the most new housing units of the Citywide Alternatives. It would result in the fewest net new jobs (27,140) of the Citywide Alternatives. This alternative is a combination of the following Focus Area alternatives:

- Midtown Residential Neighborhood Alternative
- Laughlin Road Open Space Alternative
- Las Positas Neighborhood Center Alternative
- Vasco Row Maker Village Alternative
- East of Greenville Alternative C

+20,765
New housing units

+27,140
New jobs

Alternative Evaluation Findings

Housing and Jobs	Ability to meet Future State Housing Requirements	● ● ●	Would provide the most assurance of meeting future housing requirement cycles plus buffers.
	Jobs-Housing Balance	● ● ●	Would result in about the same ratio of jobs as employed residents, with a ratio of 1.00.
Community Services	Schools	● ● ●	Existing schools would be able to accommodate the additional new students under Alternative C. Would also generate the most new students.
	Park Service Standards	● ● ●	All alternatives would further exacerbate the existing park land deficiency. Alternative C would generate the most new residents and would result in the greatest demand for new parks.
Traffic and Mobility	Vehicle Miles Traveled (VMT)	● ● ●	Would result in less total VMT compared to Alternative B, but more compared to Alternative A. Would result in less per average VMT than Alternative A, but more than Alternative B.
	Mode Shift	● ● ●	Would result in the most amount of future residents traveling by bus, bicycle and walking.
	Average Speed	● ● ●	Would have higher average speeds compared to Alternative B, but lower average speeds compared to Alternative A.
Utilities	Water <i>* See note on page 30 (last page).</i>	● ● ●	Would create more water demand than current projected supply in the Livermore Municipal Water District, but would create less demand compared to Alternative A and more demand compared to Alternative B.
	Wastewater Service	● ● ●	Would generate the most wastewater compared to Alternatives A and B and would result in the need for additional wastewater treatment capacity.
Fiscal Impact Analysis	+ \$35.9M Annual Net Surplus	● ● ●	Would generate more revenue (\$88.2 million) than Alternative A, but less than Alternative B. Would have the highest costs to provide additional public service and infrastructure (\$52.3 million). The annual net fiscal surplus at General Plan buildout is estimated to be \$35.9 million.

