



## 7.1 INFRASTRUCTURE COST ASSESSMENT

As described in Chapter 3, Transportation, and Chapter 4, Parks, Public Facilities, and Infrastructure, the Isabel Neighborhood currently has significant public infrastructure in place, as it is already developed with major roadways and utilities. Development of the Planning Area, however, would increase demands on existing infrastructure and generate demand for new facilities and services. In order to achieve the Plan's vision, the cost of development for upgrading and constructing the necessary infrastructure (i.e., cost burden) must bear a reasonable relationship to the value generated by the development.

To evaluate financial feasibility, this section compares estimates of the cost burden and development-generated value. To be considered feasible under industry standards, the total infrastructure cost burden should not exceed 15 percent of the total, finished real estate value. The "Infrastructure Cost Burden Analysis" section below presents the infrastructure cost burden analysis conducted for the Plan. While the infrastructure burden analysis reveals that the infrastructure requirements of the Plan are within historic norms, recent construction cost escalation and flattening real estate value increases have currently limited the financial potential for projects to achieve historically typical public infrastructure contributions. Nonetheless, the

results of this assessment help inform the Preliminary Financing Strategy, described in Section 7.2, which provides an overview of potential funding sources and financing mechanisms to cover the anticipated infrastructure costs.

### INFRASTRUCTURE COSTS

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

- approximately 27,000 lineal feet of public streets (including curbs, gutters, sidewalks, street trees and street lights);
- utility connections in the public right-of-way (i.e., sanitary sewer, potable water, recycled water, storm drains, electric, gas, and cable);
- approximately 5.1 linear miles of multi-use trails; and
- three new neighborhood parks totaling about 6.5 acres.

Upgrades to existing infrastructure include: improvements to water, sanitary, and storm drain systems and to existing major streets, to add signals, crosswalks, bike lanes and striping, signage, and landscaping. The 2018 Draft Environmental Impact Report determined impacts to public services and recreation are less than significant with the buildout of the Specific Plan including impacts to school, police, and library

services. The Plan does not directly trigger the need to expand other citywide utility/service systems (such as water distribution and wastewater treatment).

Development would be responsible for the direct costs of building new streets, utility connections, and frontage improvements at the time of construction (see Policy P-IMP-1). Development would also be subject to development impact fees which are used to cover the cost of capital improvement projects and the provision of citywide services (see Section 7.2, Preliminary Financing Strategy).

As shown in Table 7-1 on the following page, the total infrastructure cost burden on new development will be in-tract costs plus fees, estimated at approximately \$67,100,000 and \$216,000,000 respectively, a total of \$283,100,000. This cost falls below the \$372,000,000 upper bound established

by the 15 percent burden test, explained below in the Infrastructure Cost Burden Analysis section. The estimate includes upfront costs only and does not include ongoing/annual costs such as property taxes, homeowner association fees, or special financing districts. These taxes and fees go towards the provision of public services and maintenance of landscaping and other public amenities, as discussed further in Section 7.2, Preliminary Financing Strategy.

## SERVICES AND OPERATIONS & MAINTENANCE COSTS

City services, including Police, Fire, Public Works and Community Development staffing, will be funded through the City's General Fund as it is for new development throughout the City. The cost for these services is partially offset through sales and property taxes generated within the Planning Area. Most of the maintenance costs for the new public infrastructure (public streets, parks, and plazas) shall be funded by the new development, with the exception of major arterial roadway maintenance, which is funded by gas and countywide sales taxes, and sewer and water infrastructure maintenance, which is funded by user fees. Community Facilities Districts will be formed over the developing properties to fund the remaining infrastructure maintenance costs, including capital replacement (see P-IMP-2 and P-IMP-3).

TABLE 7-1: INFRASTRUCTURE COST ESTIMATE

INFRASTRUCTURE	COST
<b>IN-TRACT COSTS</b>	
<b>New Roadways / Streetscapes:</b> paving, sidewalks, street trees, lighting, curb and gutter, signing, and striping.	\$28,100,000
<b>Utilities within New Roadways:</b> water lines, sewer lines, storm drains, hydrants, manholes, curb inlets, bioretention areas, joint trench.	\$37,300,000
<b>12" Water Main (CalWater):</b> Airway Blvd. gap closure	\$900,000
<b>Sanitary Sewer System upgrades (30%):</b> 3 gravity main segments, Airport pump station upgrade (2%)	\$800,000
<b><i>In-Tract Subtotal</i></b>	<b><i>\$67,100,000</i></b>
<b>OFF-SITE (PUBLIC) COSTS</b>	
<b>Improvements to Isabel Avenue:</b> pedestrian tunnel, utility undergrounding, landscaped median, lighting, striping, and signing.	\$4,900,000
<b>Signalized Intersections:</b> Nine (9) intersections	\$ 5,100,000
<b>Sanitary Sewer System upgrades (70%):</b> 2 gravity main segments, Airport pump station upgrade (98%)	\$1,700,000
<b>12" Water Main:</b> Isabel - Shea loop	\$800,000
<b>Multi-use trails and pedestrian / bicycle crossings</b>	\$25,700,000
<b>Neighborhood Parks and Plazas</b>	\$11,000,000
<b>Wayfinding signage</b>	\$500,000
<b>Environmental mitigation</b>	\$11,800,000
<b><i>Off-Site (Public) Subtotal</i></b>	<b><i>\$61,500,000</i></b>

*Notes:*

- Costs include 20% construction contingency, 20% soft cost for in-tract, and 40% soft / other costs for public improvements.*
- Assumes park land to be dedicated.*

## INFRASTRUCTURE COST BURDEN ANALYSIS

Full build-out of the Isabel Neighborhood Specific Plan is expected to result in upwards of \$3.0 billion in finished real estate value, with housing contributing about \$2.3 billion (prior to adjustments for affordable housing in the Planning Area) and nonresidential uses contributing about \$0.7 billion to the total value. This estimate is based on the assumption that real estate values in the Isabel Neighborhood will be consistent with real estate values observed in the Tri-Valley market.

For the infrastructure cost burden analysis, affordable housing is removed from the Plan's aggregate development value potential. Accounting for the 20 percent inclusionary housing requirement, the Plan's total finished value equates to approximately \$2.5 billion. Assuming a maximum infrastructure cost burden of 15 percent of the total development

value based on industry standards, the Isabel Neighborhood Specific Plan can support approximately \$372 million in public facilities by the time buildout occurs. This simple cost burden test suggests that the combined in-tract costs and development impact fees, estimated at roughly \$283 million, are within a reasonable range. Refer to Table 7-2, Infrastructure Cost Burden Test, for more information.

### CONCLUSION

With existing public infrastructure currently in place and substantial new development planned that will generate significant real estate value, the Isabel Neighborhood is well positioned to bear the cost burden of new public infrastructure. At this time, the infrastructure cost burden is well aligned with real estate value creation potential,

though development in the Planning Area likely will occur over many years.

The ability of real estate to support infrastructure investments relies critically on market and financial feasibility. The real estate values assumed here are reflective of local market conditions, and preliminary financial feasibility testing suggests that some of the land uses may not be financially viable in the near term. Estimates of infrastructure funding potential assume healthy real estate development economic conditions, in which development costs bear a reasonable relationship to finished product values.

Also, while there likely is funding potential for infrastructure, if cost requirements are frontloaded in time relative to value creation, there could be additional implementation challenges. Large-scale development projects often require over-sized backbone infrastructure in early phases. In such cases, the cost/value ratio (and tax burden thresholds) may be exceeded in early phases, requiring developers to make investments beyond what the immediate development can support, thereby creating additional investment risk. It is expected that as real estate economics evolve and higher density developments become increasingly attractive to investors over time, that the feasibility of

TABLE 7-2: INFRASTRUCTURE COST BURDEN TEST

LAND USE	NET MARKET RATE UNITS AND COMMERCIAL SQUARE FEET	FINISHED VALUE PER DU AND SF	PLAN AGGREGATE VALUE
Dwelling Units	3,276	\$553,190	\$1,812,250,000
Commercial Space (SF)	1,967,600	\$339	\$667,945,840
<b>Total Development Value</b>			<b>\$2,480,195,840</b>
<b>Infrastructure at 15% Cost Burden</b>			<b>\$372,029,376</b>

the Isabel Neighborhood and its ability to support required infrastructure will continue to improve.

## GOALS AND POLICIES

### **G-IMP-1: Require property owners to undertake all required infrastructure and public improvements within their properties**

**P-IMP-1:** All development projects are required to construct all proposed public infrastructure identified in this Plan within their property, along their frontage, and off site as may be necessary for public improvements, such as the proposed street network shown on Figure 3-1 in the Plan.

### **G-IMP-2: Develop ongoing funding sources for maintenance of public infrastructure**

**P-IMP-2:** Require property owners to participate in Community Facilities Districts as necessary to fund ongoing private maintenance, including capital replacement, of public infrastructure such as streets, trails, drainage facilities, lighting and landscaping, signage, traffic signals and amenities in the public rights of way, except for Major Streets.

**P-IMP-3:** Fund ongoing maintenance of Major Streets out of gas and countywide transportation taxes.

### **G-IMP-3: Facilitate the construction of mixed-use development to support the complete neighborhood vision.**

**P-IMP-4:** To encourage future tenants to occupy commercial spaces and facilitate the complete neighborhood vision, mixed-use development shall pay the mixed-use commercial wastewater connection fees at the time of initial construction as identified in the City's Fee Schedule.

## 7.2 PRELIMINARY FINANCING STRATEGY

This section discusses the recommended tools for financing Plan implementation, based on current assumptions.

### FUNDING TOOLS

As discussed in Section 7.1 above, development is responsible for paying citywide impact fees to cover infrastructure costs. In this respect, impact fees are both a development cost and a funding tool. In addition to citywide impact fees, special assessments for Community Facilities Districts (CFDs) may be necessary sources of funds for in-tract infrastructure improvements in the Isabel Neighborhood. The combination of these sources would provide infrastructure funding for both early and later stages of development.

Because the required public infrastructure cost burden is estimated to be within 15 percent of the total development value of the Isabel Neighborhood at buildout, impact fees and CFDs will likely be sufficient. The Plan does not anticipate the need for the City to create an Infrastructure Financing District for initial capital costs.

The following provides a brief overview of impact fees and CFDs, along with economic considerations associated with each tool and how they may be ultimately used for the Isabel Neighborhood Specific Plan. Other potential funding

tools discussed include grants, in lieu fees, and developer dedication of land and improvements as part of construction.

### **Citywide Development Impact Fees (DIFs)**

A development impact fee is an ordinance-based, one-time charge on new development designed to cover a “proportional share” of the total capital cost of necessary public infrastructure and facilities. The creation and collection of impact fees are allowed under AB-1600 as codified in California Government Code Section 66000, known as the Mitigation Fee Act. This law allows a levy of one-time fees to be charged on new development to cover the cost of constructing the infrastructure needed to serve the demands created by the new development. The imposition of development impact fees require adoption of a local enabling ordinance supported by a technical analysis showing the “nexus” between the fee and the infrastructure demands generated by new development.

Fees can be charged on a jurisdiction-wide basis or for a particular sub-area of the jurisdiction (such as a specific plan area). Fees may also be charged for a particular improvement (e.g., transportation improvement) or for multiple infrastructure improvement categories in a comprehensive program. Impact fee programs must be reviewed annually and updated periodically to assure adequate funding and proper allocation

of fee revenues to the infrastructure for which the fees are collected.

### **USE IN THE ISABEL NEIGHBORHOOD**

In Livermore, the City collects most impact fees when issuing building permits or at the approval of final subdivision maps. Most of the fees go towards implementation of the City’s Capital Improvement Program (CIP), which lists all anticipated capital projects necessary to support buildout of the General Plan and other area plans. The CIP includes property acquisition, developer reimbursements, construction of public buildings, and the rehabilitation and construction of infrastructure, such as storm, water, sewer, and transportation systems. Some fees go to other agencies for regional projects and activities, while others go to special funds for programs such as affordable housing and human services. Developers that directly pay for off-site public improvements get credit towards the applicable impact fees.

The financing strategy for the Isabel Neighborhood determined that backbone infrastructure capital costs can be paid by existing citywide development impact fees. Therefore, an additional development impact fee specific to the Isabel Neighborhood is not proposed at this time.

The City will review and modify existing citywide impact fees for the plan area, as appropriate to encourage efficient and desirable development,

similar to the approach taken in the Downtown Specific Plan area.

### **Community Facilities Districts (CFDs)**

There is a long history in California and elsewhere in the United States of using land-secured financing methods to fund a wide range of local infrastructure or provide services that benefit a particular area, ranging from an entire jurisdiction to sub-areas of all sizes. The most common example is the Mello-Roos Community Facilities District (CFD), which has been well-used since the 1980’s.

A CFD is an area that has a special property tax on real estate (i.e., a parcel tax), in addition to the regular property tax. CFDs typically sell bonds, secured against the property value, to generate funds for construction and/or maintenance of public improvements. The tax revenue generated by CFDs can then be used to pay off the loan and/or fund public improvements directly. Eligible public improvements and services include streets, water, sewage and drainage, electricity, schools, parks, and police protection. CFD revenues can be set up to fund capital costs and/or operations and maintenance expenses.

The districts require (resident) voter or landowner approval. In the case of assessment districts, majority landowner approval is typically required. In the case of a CFD, a two-thirds voter approval is needed in areas that have more than 12 registered

voters (landowners can approve special taxes in areas with fewer than 12 registered voters).

The City of Livermore has traditionally used only maintenance CFDs on residential projects, while commercial and industrial projects have utilized both infrastructure and maintenance CFDs.

### **ECONOMIC CONSIDERATIONS**

The owners or users of real estate pay special taxes created by CFDs. By adding to the cost of ownership, the tax may affect the price a buyer is willing to pay for a home or commercial property, in which case the cost incidence is shared with the builder, land developer, or landowner.

Land-secured financing mechanisms like CFDs provide a well-established method of securing debt financing that is tax exempt, relatively low-cost, long-term, fixed rate, and fully-assumable. Because the special taxes generated may be bonded, CFDs are generally a good source for funding early investments in infrastructure (i.e., they can help pay for the upfront costs of development).

### **Other Potential Tools**

In lieu fees: Parking or Open Space in lieu fees, for example, can be used to fund public parking infrastructure or open public space within the Planning Area, in lieu of providing public or private parking or private open space on a particular site. Publicly accessible parking has been found to have higher utilization rates than private

parking, and therefore is a more efficient use of funding for parking. Parking in lieu fees may be part of an overall parking and traffic demand program.

Developer Dedication: The City requires developer dedications for infrastructure such as park land or trails through the entitlement process. Developers that construct public improvements get credit towards the applicable impact fees. The City may require this option through a development agreement.

Grants: Using grants and other external funding sources would serve to reduce the infrastructure cost burden placed on property owners/developers. State grants have provided funding for various transit-oriented developments in California. In addition, funds for affordable housing and other regional and statewide priorities may be available. However, the availability and applicability of such additional funding sources will vary over time during the implementation of the Isabel Neighborhood and most are competitive, making grants an unreliable, but possible funding source.

## **7.3 RETAIL CENTER ANALYSIS**

The Retail Center block is bound by Isabel Avenue, Main Street, and Gateway Avenue. As described in Chapters 2 and 5, the Plan envisions this site having a commercial center anchored by a grocery store, with supporting retail tenants lining the Isabel Path and a major public plaza. The Plan also allows development of complementary commercial, office, or residential uses on this site in mixed use buildings, above the ground floor retail. The block is intended to provide for a vibrant community gathering place with shops and services that meet the daily retail needs of Neighborhood residents.

The planning process considered a range of options for this future scenario in terms of the desired mix of uses, grocery store/retail size, site layout, parking arrangements, implementation tools, and financing mechanisms.

Overall, the analysis of physical conditions found no significant constraints to retail center development that meets the Plan's vision, development standards, and design standards and guidelines. The study found ample room on the Neighborhood Commercial block for a 45,000 square-foot grocery with rooftop parking; on-site ground floor retail; a plaza with Gateway Avenue frontage; and design that accommodates the changes in grade created by the Isabel Path.

The analysis of economic conditions has found some challenges to retail center development, particularly in a compact format. The City of Livermore is aiding retail development by preparing the Isabel Neighborhood Specific Plan and streamlining environmental review. Additionally, the City has sized and located the retail area to meet anticipated market demand and will evaluate the use of mixed-use fees in some categories as appropriate based on the anticipated mix of commercial and residential uses in this plan area.

## 7.4 IMPLEMENTATION PROGRAM

The purpose of the Isabel Neighborhood Specific Plan is to guide private development and public improvements in the area surrounding a new Valley Link station in order to achieve the vision for a vibrant, complete, transit-oriented neighborhood. Private property owners and developers will drive Plan implementation through initiation of new construction and redevelopment projects. Given the size of the Planning Area, diversity of site ownership, and extended timeframe for full buildout, multiple developers will be involved. This Neighborhood Plan is intended to streamline the City's development review process in accordance with the desired type and character of development. Active effort by the City will be required to review, monitor, and coordinate this incremental development, as well as to implement public improvement projects and neighborhood-supporting programs. To achieve this, the City will review the progress of the Plan every two years as the neighborhood develops. This review will include an evaluation of the public infrastructure to ensure continued public health and safety. In addition, the City will continue to monitor the progress of the Valley Link rail project. Refer to Goal IMP-4 and Policy IMP-5 for more information.

The following sections describe the City's processes for plan implementation, including:

- Design Review and Entitlement Process
- Environmental Review
- Development Agreements
- Specific Plan Consistency, Deviations, and Amendments
- Public Actions

### DESIGN REVIEW AND ENTITLEMENT PROCESS

The review and approval process for land use entitlements required for development under the Isabel Neighborhood Specific Plan shall conform to Parts 9 and 10 of the Livermore Development Code as they exist today or are amended in the future. The land use entitlement process shall be used to ensure that projects within the Planning Area are consistent with the overall Neighborhood vision, development standards, design standards and guidelines, and policies in this Plan, in addition to other applicable regulations.

Generally, all new buildings and certain public improvements within the Plan area will require, at a minimum, Site Plan and Design Review (SPDR) approval prior to issuance of a building permit. Subdivisions will require a Tentative Map. Examples of other entitlements may include use permits, development agreements, master sign programs, and Certificates of Appropriateness for impacts to potential historic resources.



## ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) and Supplemental EIR, each pursuant to the requirements of the California Environmental Quality Act (CEQA), have been prepared to provide an analysis of the potential environmental impacts of this Specific Plan. The Specific Plan, EIR, and Supplemental EIR were prepared in close coordination with one another, such that the Plan includes policies and features to reduce and avoid significant environmental impacts.

The Specific Plan EIR and Supplemental EIR assess the implications of an assumed program of residential and commercial development and creation of new public infrastructure to support these uses. Future environmental review of individual projects within the Specific Plan should be based upon and rely on the EIR and Supplemental EIR. Pursuant to CEQA Guidelines section 15168, subdivision (c), the City may determine that a proposed site-specific activity is within the scope of the project analyzed by the EIR and Supplemental EIR. Upon making such a determination, the City would conclude that no modification to the EIR or Supplemental EIR is necessary, absent grounds for preparing additional environmental documentation.

Where the City cannot find the proposed activity to be within the scope of the project and impacts covered by this EIR and Supplemental EIR, following the requirements of CEQA Guidelines

15162-15164, the City will determine what appropriate additional environmental documentation may be necessary. When determining whether proposed activities are, indeed, “within the scope” of the project analyzed in the Specific Plan EIR and Supplemental EIR, the City will evaluate whether the site-specific project will cause:

- substantial changes to the project that will require major revisions to the EIR and Supplemental EIR because of new significant impacts;
- substantial changes to the project that will cause an increase in severity of previously identified significant impacts; and/or
- one or more significant effects that were not discussed in the EIR and Supplemental EIR.

Because the establishment of a Specific Plan zoning district is proposed as part of the overall Specific Plan project, the Isabel Neighborhood Specific Plan EIR and Supplemental EIR can also be considered an EIR for a “zoning action” for purposes of Public Resources Code section 21083.3 and CEQA Guidelines section 15183. These provisions generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a “zoning action.” For such site-specific approvals, CEQA generally applies only to impacts that are “peculiar to the parcel or to the project,” except where “substantial new information” shows that previously identified impacts will be more significant than previously

assumed. Notably, impacts are considered not to be “peculiar to the parcel or to the project” if they can be substantially mitigated pursuant to previously adopted “uniformly applied development policies or standards.”

Government Code Section 65457 statutorily exempts from CEQA “Any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980 ...” If new information that was not known and could not have been known at the time the specific plan EIR was certified becomes available, then the exemption does not apply unless a supplemental EIR is certified. Once that supplemental EIR is certified then the specific plan exemption applies to projects undertaken pursuant to the specific plan.

Additionally, the Public Resources Code Section 21155.4, with changes adopted in 2013, creates an exemption from CEQA for certain projects that are consistent with a Specific Plan. The exemption applies if a project meets all of the following criteria:

1. It is a residential, employment center, or mixed use project;
2. It is located within a transit priority area;
3. The project is consistent with a specific plan for which an environmental impact report was certified; and

4. It is consistent with an adopted sustainable communities strategy or alternative planning strategy.

The EIR and Supplemental EIR endeavor to anticipate as many impacts of future development in the Specific Plan as is feasible at this stage. When future development proposals that are consistent with the Specific Plan and consistent with the impacts described in this EIR and Supplemental EIR are brought forward, it is possible that no additional CEQA documentation will be necessary. Future development proposals that are not consistent with the Specific Plan or that would result in impacts not anticipated in the EIR and Supplemental EIR, however, will require additional CEQA documentation.

## DEVELOPMENT AGREEMENTS

The City anticipates that all applicants for major development projects in the Planning Area will enter into a mutually acceptable “development agreement” with the City. Development agreements establish the rules that direct a project as it proceed through the approval process. Under a development agreement, the City can agree to process future applications in accordance with the Plan and laws in place at the time of the agreement. In other words, the City agrees not to alter any planning or zoning laws that would impact an approved development for a specified period of time. In return, developers agree to construct specific improvements, provide public facilities

and services, and develop them according to a specified time schedule acceptable to the City.

Both the City and the project applicants (developers) must commit to proceeding in accordance with the terms of the agreements. In order to provide mutual certainty to the City and developers, a development agreement could be adopted for each development proposal regarding applicable entitlements and mitigation obligations.

Development agreements pursuant to this Plan must be in accordance with Livermore Development Code Section 9.04, Development Agreements, as it exists today or amended in the future, and shall:

- Identify how the proposed development will implement the provisions of the Isabel Neighborhood Specific Plan, Livermore General Plan, and any other City standards that apply, including dedicating and/or reserving the required public rights of way and easements;
- Specify the financial responsibilities of the developer(s);
- Guarantee the timely provision of sufficient public facilities for each phase of the development;
- Streamline the project approval process by coordinating any discretionary approvals;
- Provide the terms for reimbursement when a developer advances funding for specific

facilities which have community-wide or area benefit;

- Include a description of required project amenities that will enhance the overall character and quality of the development; and
- Include any additional language per Government Code Section 65865.2.

## SPECIFIC PLAN CONSISTENCY, DEVIATIONS, AND AMENDMENTS

It is the intent of this document that any development application, use permit, or other use entitlement shall be consistent with the Isabel Neighborhood Specific Plan, as well as the applicable provisions of the Livermore General Plan and Development Code.

During the City’s review and approval of specific development applications, minor administrative level deviations from the Specific Plan may be allowed through a variance or minor variance, per the Development Code, without requiring an amendment to the Plan, provided that the project is consistent with the stated intent of the Specific Plan and the City’s General Plan.

If a project applicant proposes development that is not in conformance with the design standards and guidelines or development standards outlined in the Specific Plan, or is proposing changes to “fixed” provisions, the City may approve a variance

if the required findings are met as established in the Livermore Development Code, as long as the proposed variance does not substantively alter the intent of the Specific Plan. A developer, property owner, or the City may also request more substantive amendments to the Specific Plan.

Any and all Specific Plan Amendments (other than minor deviations as described previously) shall be processed in accordance with the Livermore Development Code.

All Specific Plan Amendments must be consistent with the City's General Plan. Therefore, minor or major Specific Plan amendments may require an accompanying General Plan Amendment and Development Code revision to retain consistency.

All amendments to the Specific Plan, General Plan, or Development Code are subject to the CEQA, and thus must be reviewed for potential environmental effects. If it is determined that additional environmental impacts, beyond those identified in the Specific Plan EIR and Supplemental EIR, will occur, additional environmental documentation may be required (e.g., supplemental EIR, focused EIR, or full EIR).

Any regulation, condition, or portion of this Specific Plan held invalid by a California or Federal court shall be deemed a separate, distinct, and independent provision; but shall not affect the validity of the remaining parts of the Specific Plan.

## PUBLIC ACTIONS

Coordinating development with the implementation of public improvement projects and neighborhood-supporting programs will require an active effort by the City, with several City departments and public agencies playing key roles. The following agencies may have some level of involvement in Plan implementation, many of which have been involved in the planning process:

- Livermore Area Recreation and Parks District (LARPD)
- Livermore Valley Joint Unified School District (District)
- Livermore Amador Valley Transit Authority (LAVTA)
- Alameda County Local Agency Formation Commission (LAFCo)
- Alameda County
- Alameda County Airport Land Use Commission (ALUC)
- Alameda County Flood Control and Water Conservation District/Zone 7 Water Agency (Zone 7)
- California Department of Transportation (Caltrans)
- Metropolitan Transportation Commission (MTC)
- Association of Bay Area Governments (ABAG)

- Tri-Valley San Joaquin Valley Regional Rail Authority
- City of Dublin
- City of Livermore
- City of Pleasanton
- San Francisco Bay Area Rapid Transit District (BART)
- San Francisco Bay Area Air Quality Management District (BAAQMD)
- San Francisco Bay Regional Water Quality Control Board (RWQCB)
- U.S. Army Corps of Engineers (USACE)
- U.S. Fish and Wildlife Service (USFWS)
- California Department of Fish and Wildlife (CDFW)

## GOALS AND POLICIES

### **G-IMP-4: Monitor and track the Isabel Neighborhood Specific Plan and Valley Link Rail project progress**

**P-IMP-5:** The City shall review the progress of the Specific Plan every two years, starting from the date of its adoption. This review shall include an evaluation of the public infrastructure to ensure continued public health and safety.

- The City will monitor the progress of the Valley Link rail project leading up to the anticipated opening in year 2028. In the event that the anticipated opening date of the Valley Link rail project is altered, the City has the discretion to require additional environmental analysis for development projects within the Specific Plan area.

### **G-IMP-5: Consider a variety of strategies to meet the Specific Plan goals and requirements**

**P-IMP-6:** Transferable Development Credit (TDC) regulations shall be applied to the Specific Plan consistent with Livermore Development Code Section 4.02.060, as it exists today or amended in the future. The baseline density shall be zero for all residential designations within the Isabel Neighborhood. Modifications to the TDC regulations may be made through a

Development Agreement on a project-specific basis as recommended by the Director and approved by City Council if such modifications are shown to be necessary to meet Specific Plan density, design policies, and/or goals.

**P-IMP-7:** For projects over 150 residential units or over 100,000 square feet of commercial or retail space, the project developer is encouraged to consider a Community Workforce and Training Agreement with building trades locals that provides for the local hire of the construction workforce, the use of apprentices enrolled in State of California approved apprentice programs and the payment of area standard wages.

**P-IMP-8:** The City shall consider using a suite of options to fulfill Specific Plan requirements, such as allowing an in-lieu fee payment to meet a standard.