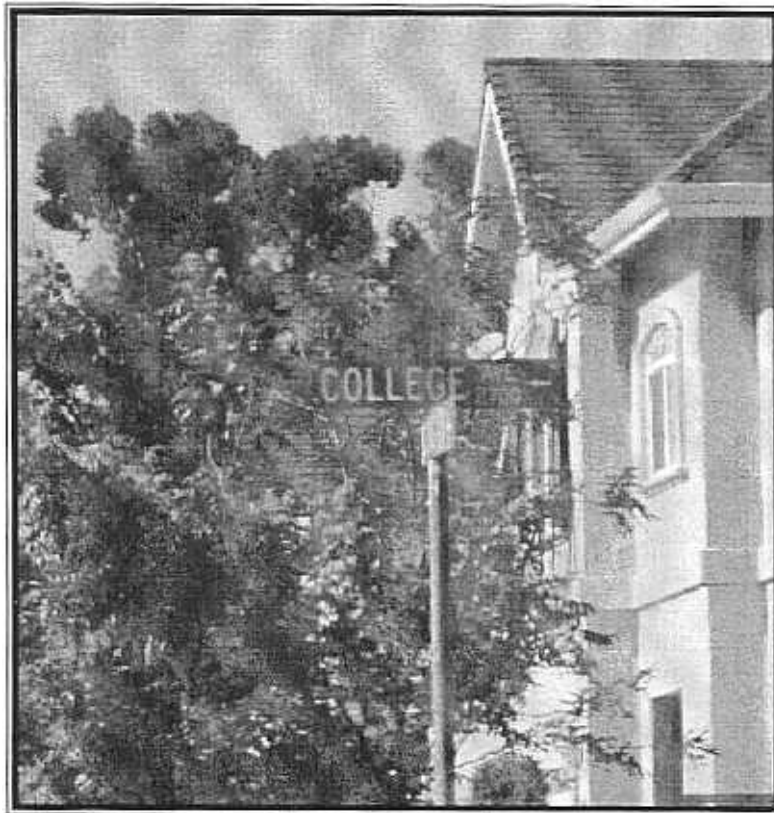


City of Livermore

College Avenue Annex Specific Plan



July 22, 1986

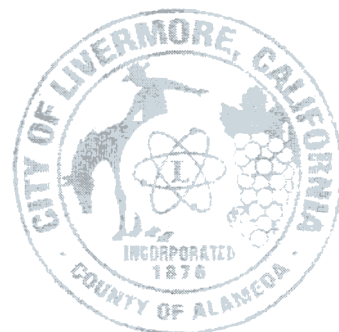


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INTRODUCTION

The area commonly known as the College Avenue Annex was annexed to the City in 1981. A higher density residential General Plan designation was placed on the area due to the identification of a need for improvements to infrastructure and substandard development and the convenient location of the area relative to major streets, shopping, and government facilities.

A phasing plan was adopted for rezoning in the annex area at a pace that would not create a rapid change in the area. Rezoning has, however, progressed slowly since 1981 and no significant improvements in infrastructure or development have been made.

The City Council has requested that a zoning study be completed of the College Avenue Annex and a plan be developed to implement that General Plan for the Annex more effectively than the phasing plan. In response to this request, the College Avenue Annex Specific Plan (CAASP) has been prepared as authorized by Section 65450 of the Government Code of the State of California. The CAASP has been adopted to guide development in a manner, which will provide the necessary infrastructure improvements and provide incentives to coordinate development. The CAASP is intended to provide a comprehensive plan to deal with the needs of the College Avenue Annex in more detail than the General Plan.

METHODOLOGY

The College Avenue Annex Specific Plan has been developed through a zoning study and citizens' workshops. The zoning study looked at general characteristics of the geographic area, its zoning history, and existing improvements. The study suggested alternative methods of implementing the General Plan.

Four public participation workshops were held by staff to give the public opportunities to voice their concerns and perceptions of the needs of potential developers and residents of the College Avenue Annex area. The zoning study was presented to the public at a citizens' workshop on October 15, 1985, in order to allow citizen input in the preliminary stage of the planning process. The Specific Plan was presented to the public at citizens' workshops held on May 27, June 17, and July 8, 1986. These three workshops gave the public several chances to review the proposed Specific Plan and help the staff develop a plan which would best serve the needs of both the existing and future residents of the College Avenue Annex.

The outcome of the study and workshops is this document. The Specific Plan format was chosen because it provides a mechanism to clarify and focus the intent of the General Plan and create a plan for future development which specifically addresses the needs of the study area.

This document consists of five sections:

Chapter 1 includes a description of existing physical characteristics, land use, and public facilities.

Chapter 2 sets out the City's development goals and implementation program for the College Avenue Annex.

Chapter 3 is the College Avenue Annex Planned Unit Development Permit.

Chapter 4 recommends future actions required to complete the objectives of the Specific Plan.

Chapter 5 is a statement of consistency with the General Plan.

CHAPTER 1

PHYSICAL CHARACTERISTICS, CURRENT GENERAL PLAN AND ZONING, LAND USE, AND PUBLIC FACILITIES

A. Physical Characteristics and Land Use

The College Avenue Annex consists of approximately 87 acres of land generally bounded on the northeast by South Livermore Avenue, on the south by Arroyo Mocho, and on the west by existing residential development. The Civic Center lies directly east and north of the Study Area. (Map 1)

The area is relatively flat and consists of both vacant and developed parcels of varying configurations. Many of the parcels in the area are developed with an older housing stock, some of which is substandard. Many of the parcels are underdeveloped. There has been some recent development in the area, including the construction of single family and multiple family units as well as custom home lots. The existing land uses are shown on Map 2.

B. Current General Plan and Zoning

The properties in the Study Area were designated Urban High Residential -1 (6-8 du/ac), and -2 (8-14 du/ac); and Urban Low Medium High Residential -3 (du/ac); by action of the City Council in July 1980. (Map 3)

Subsequent to the General Plan Amendment approval by the City Council, the Study Area properties included in College Avenue Annex No. 2 were annexed to the City.

The current zoning of the properties in the Study Area are shown on Map 4 and include Open Space (OS-A), Suburban Residential (RS-3), Suburban Multiple Residential (RG-10 and RG-14), and Planned Development (PD) Districts.

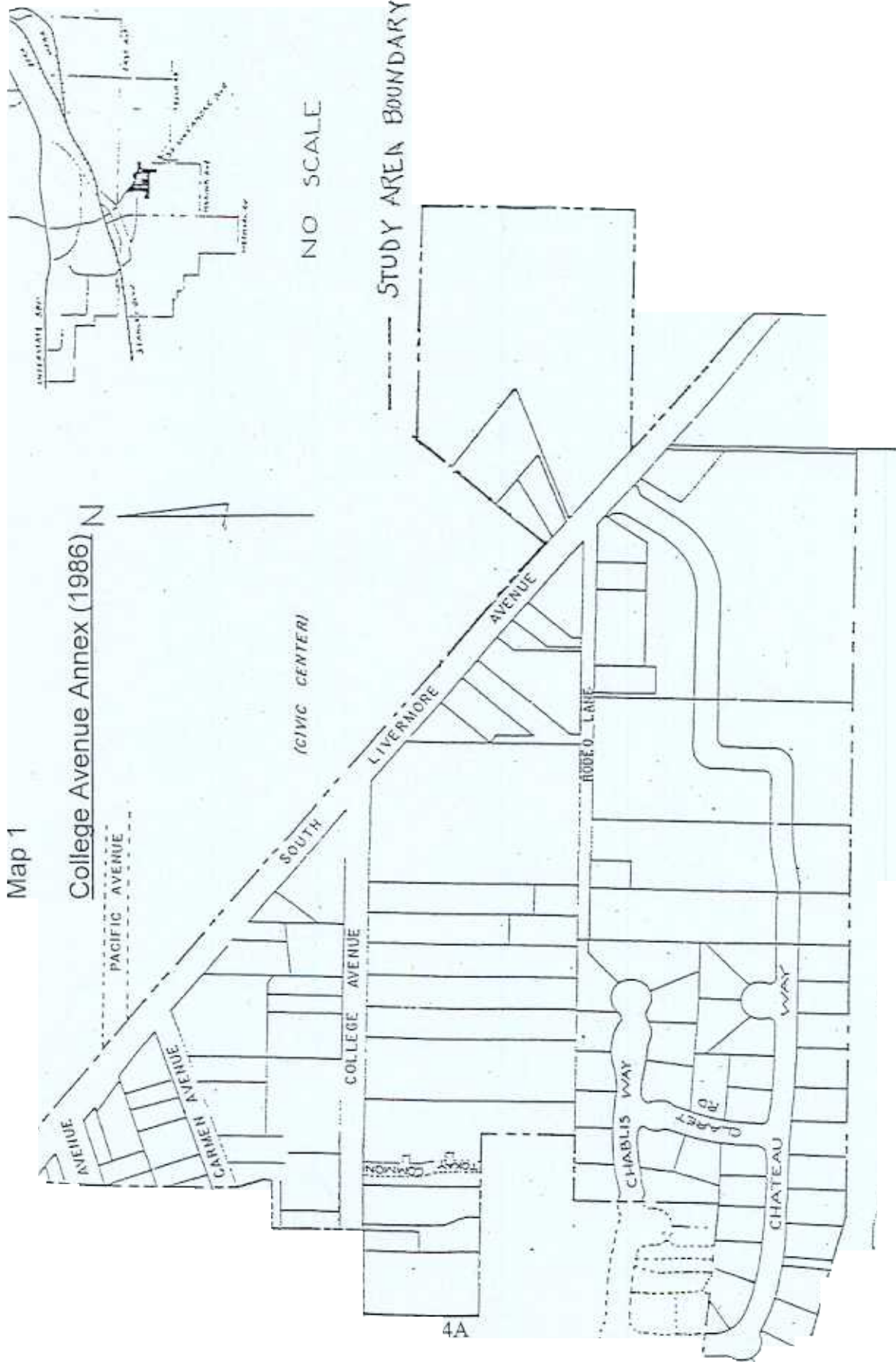
C. Public Facilities

1 Streets

a. South Livermore Avenue

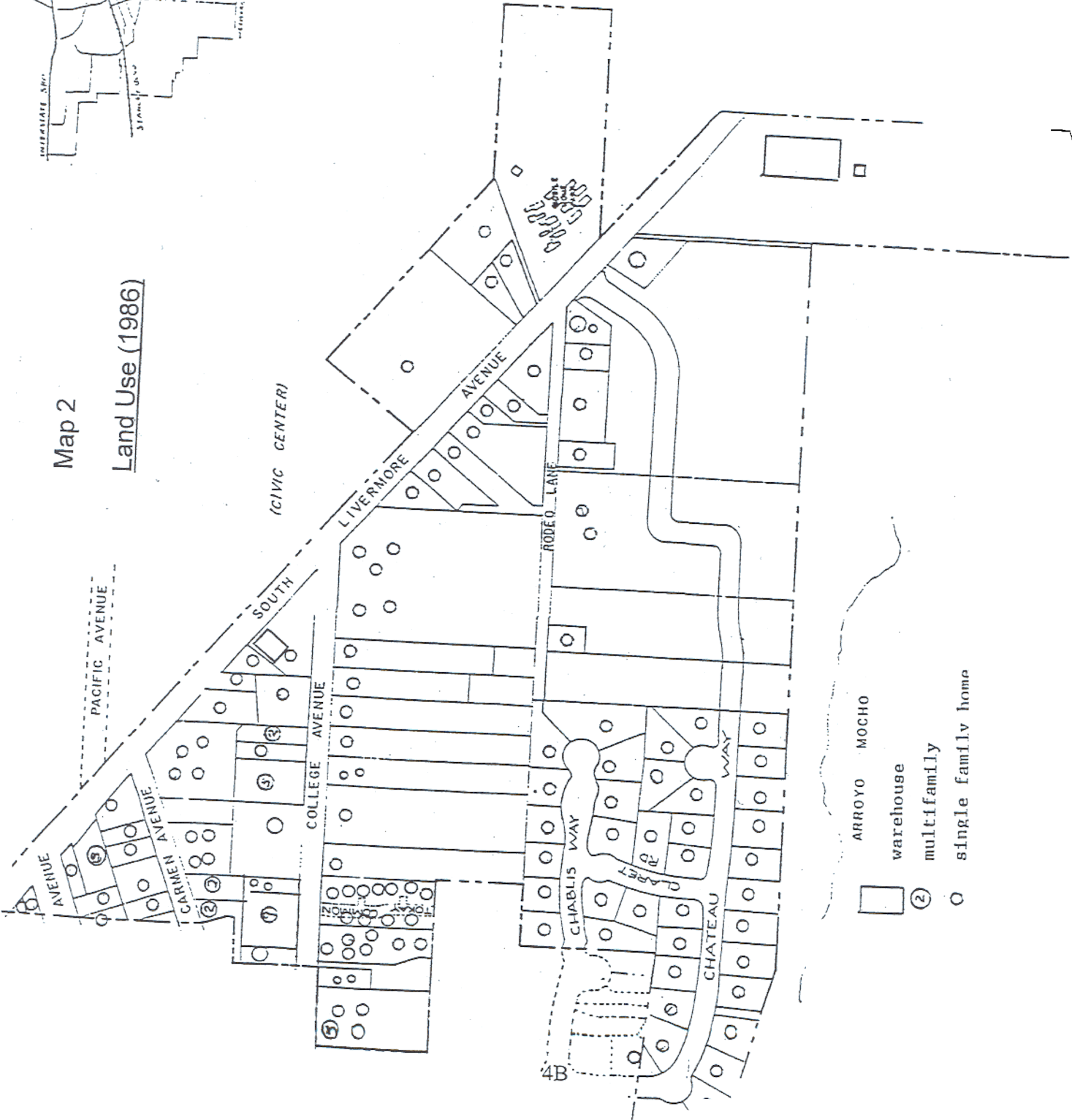
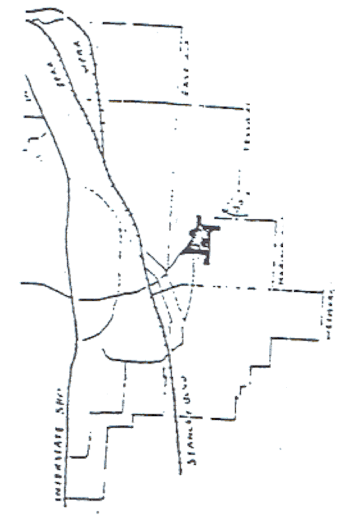
South Livermore Avenue is designated a major street by the Circulation Element of the General Plan. While it is designated as one of the lesser major streets, its function as the only north-south

Map 1



Map 2

Land Use (1986)







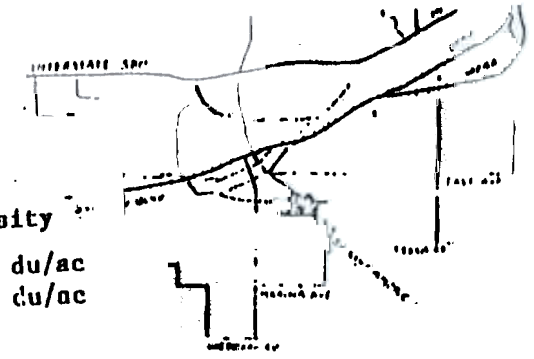
- ARROYO MOCHO
- warehouse
- ② multifamily
- single family home

Map 3

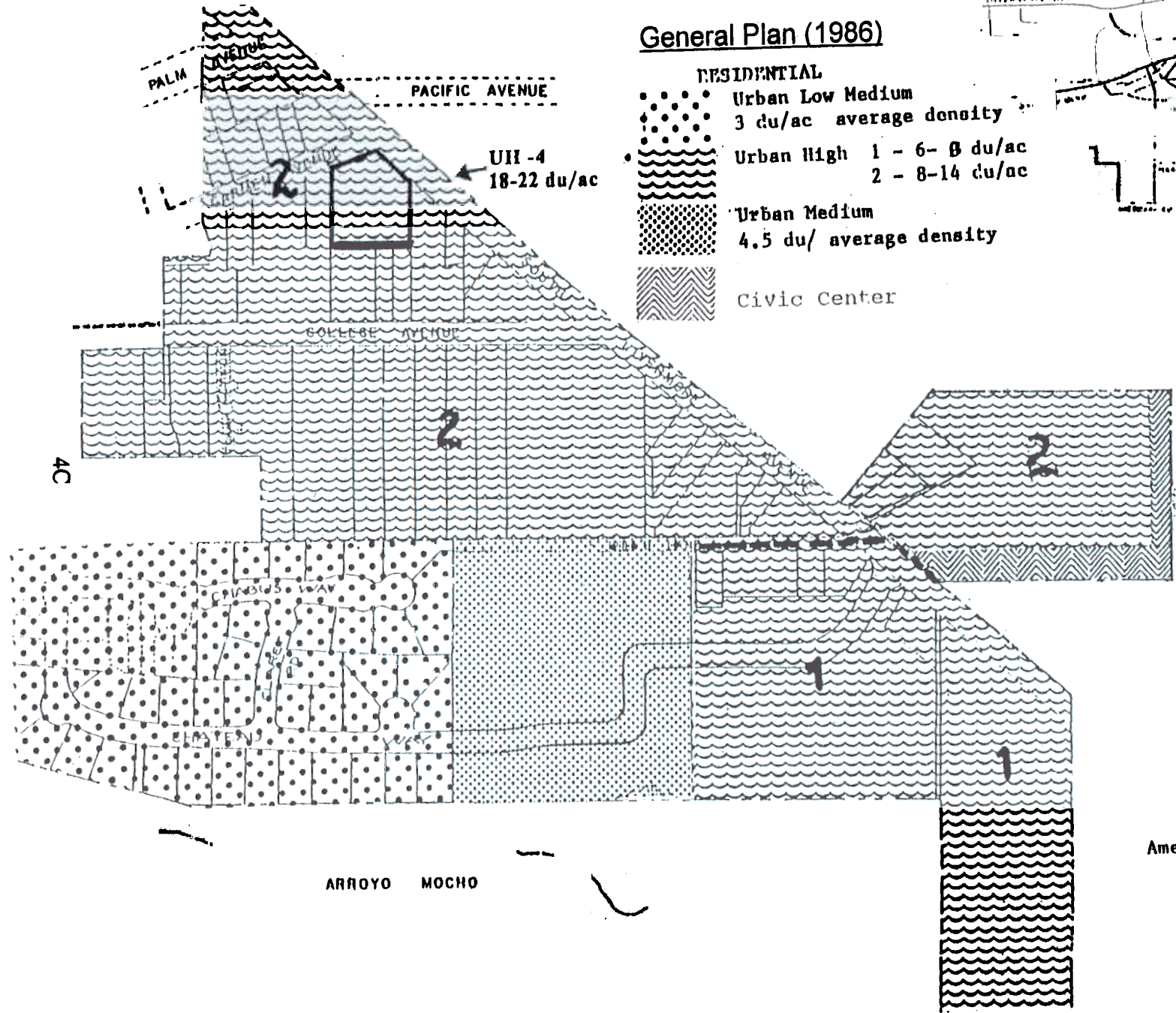
General Plan (1986)

RESIDENTIAL

-  Urban Low Medium
3 du/ac average density
-  Urban High 1 - 6-8 du/ac
2 - 8-14 du/ac
-  Urban Medium
4.5 du/ average density
-  Civic Center

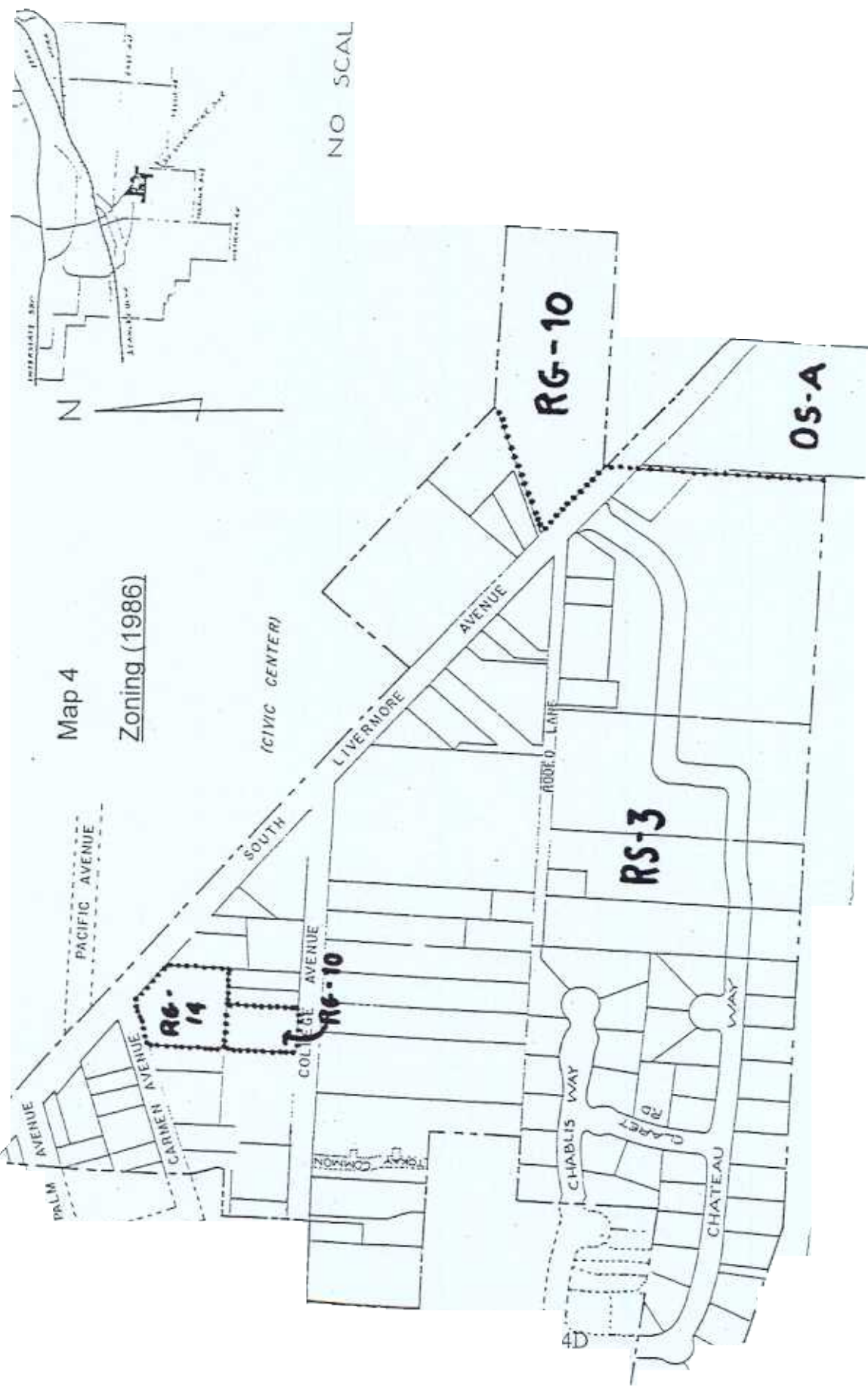


NO SCALE



Amended per Reso. #303-87

ARROYO MOCHO



bo

4077 5777

connector between Arroyo Road to the west and Vasco Road to the east make it an important link in the City's circulation system. The fact that it also serves the Civic Center substantiates and adds to its importance as a major street.

Major streets are defined by the City's STANDARD DETAILS of streets as having a 104-foot right-of-way width. This includes 5-foot landscape strips on the edge of the right-of-way, 5-foot sidewalks, 8-foot bike lanes, two vehicular travel lanes each direction, and a 16-foot median. Using these criteria, South Livermore Avenue is substandard throughout the Study Area. In the vicinity of Palm, Pacific, and Carmen Avenues, the right-of-way varies between 68 and 73 feet in width. Because of existing development in this area, the ultimate right-of-way width will be between 80 and 88 feet. This width will allow 5 feet of landscaping, 5-foot sidewalks, one 12-foot and one 14-foot travel lane each way with no median and one 8-foot bike lane. Immediately in front of the Civic Center the ultimate right-of-way is shown as 88 feet. This provides a smooth transition from the wider right-of-way to the south of the Civic Center to the narrower right-of-way to the north. South of the Civic Center the right-of-way width meets the standard 104-foot major street standard. For the most part, that portion of South Livermore Avenue in the Study Area requires pavement widening and the installation of curb, gutter, sidewalk, and landscaping.

b. Palm Avenue

Palm Avenue is a local secondary street developed with a 100-foot right-of-way width. City standards call for a 60-foot right-of-way for such streets. The street is substantially developed with curb, gutter, and sidewalk. Because such a small segment of Palm Avenue lies within the Study Area, its state of development should not be altered. Any improvement proposed would have to, as a matter of necessity, involve the entire street, not only that portion that lies within the Study Area.

c. Carmen Avenue

Carmen Avenue is a secondary street with a 60-foot right-of-way width. The development of Carmen Avenue is substandard, lacking adequate pavement width, curb, gutter, and sidewalk. City standards for secondary streets require 5 feet of landscaping, 5-foot sidewalks, 8-foot parking/emergency lanes, and 12-foot travel lanes all contained within a 60-foot right-of-way. As development occurs along Carmen Avenue, widening and improvements should be required.

d. College Avenue

The only collector street identified by the General Plan in the Study Area, College Avenue has a current right-of-way width of 60 feet. City standards require collector streets to have a right-of-way width of 72 feet within which there would be 5-foot landscape strips, 5-foot sidewalks, and a ten foot parking/emergency lane and a 16-foot travel lane in each direction.

College Avenue is substandard in its current state of development lacking adequate pavement width, even for a secondary street, and curb, gutter and sidewalk. As with Carmen Avenue, improvements can be made as development occurs.

College Avenue intersects South Livermore Avenue at approximately a 45 degree angle. Because of its status as a collector street intersection a major street and the associated amount of traffic involved, some modification to the current intersection must be made.

e. Rodeo Lane

The only private street in the Annex Area, Rodeo Lane consists of a partially paved travel lane in a 33-foot right-of-way. The street is paved to a width of approximately 15-20 feet to a point approximately 600 feet west of South Livermore Avenue. Curbs, gutters, and sidewalks are nonexistent.

The City's standard for private streets in townhouse and condominium projects is a 26-foot right-of-way fully improved with pavement and curb and gutter. When measured against the minimum public street standards for secondary streets, Rodeo Lane falls far short. City standards for secondary streets require a 40-foot travel lane in a 60-foot right-of-way and for rural residential streets a 33-foot travel lane in a 60-foot right-of-way. Any substantial development proposal along Rodeo Lane will have to address the access problems posed by the existing substandard street.

f. Chateau Way

Chateau Way is a new secondary street developed as a requirement of the approval of Subdivision Tract 4870. Within Tract 4870 the street is constructed to City standards. Between the subdivision and South Livermore Avenue, the street is constructed

with an interim pavement width of 24 feet in a 60-foot right-of-way. Subsequent development, such as proposed by Subdivision Tracts 4812 and 5477, will bring Chateau Way up to City standards for secondary streets.

2 Sewers

Much of the Annex Area was developed prior to annexation to the City and prior to the provision of a public sewer system. As a result, many of the existing residences are still connected to a septic system.

The existing public sewer system includes a 10-inch main in South Livermore Avenue terminating to the south of the Annex Area. The Palm Avenue and Carmen Avenue areas are served by public sewer although some of the individual residences in the area are still served by septic systems. There is an 8-inch sewer lateral entering the Study Area from the west along College Avenue. This line currently terminates approximately 680 feet from South Livermore Avenue. With the development of Tract 4870 an 8-inch line was installed in Chateau Way to the east property line of the project.

The approval of Tract 4812 and the approval of Tract 5477 or other proposal on the same site will require the installation of sanitary sewer lines. (Map 5)

Several property owners fronting along the west side of South Livermore Avenue between College Avenue and the southern boundary of the Study Area have entered into a Sanitary Sewer Benefit District in order to provide public sewer service to their parcels.

The remainder of the Annex Area is currently without public sanitary sewer service. Without development in the area or the establishment of a special benefit district, it is unlikely that sanitary sewer service will be extended beyond that which currently exists.

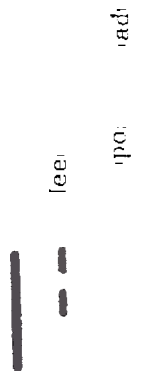
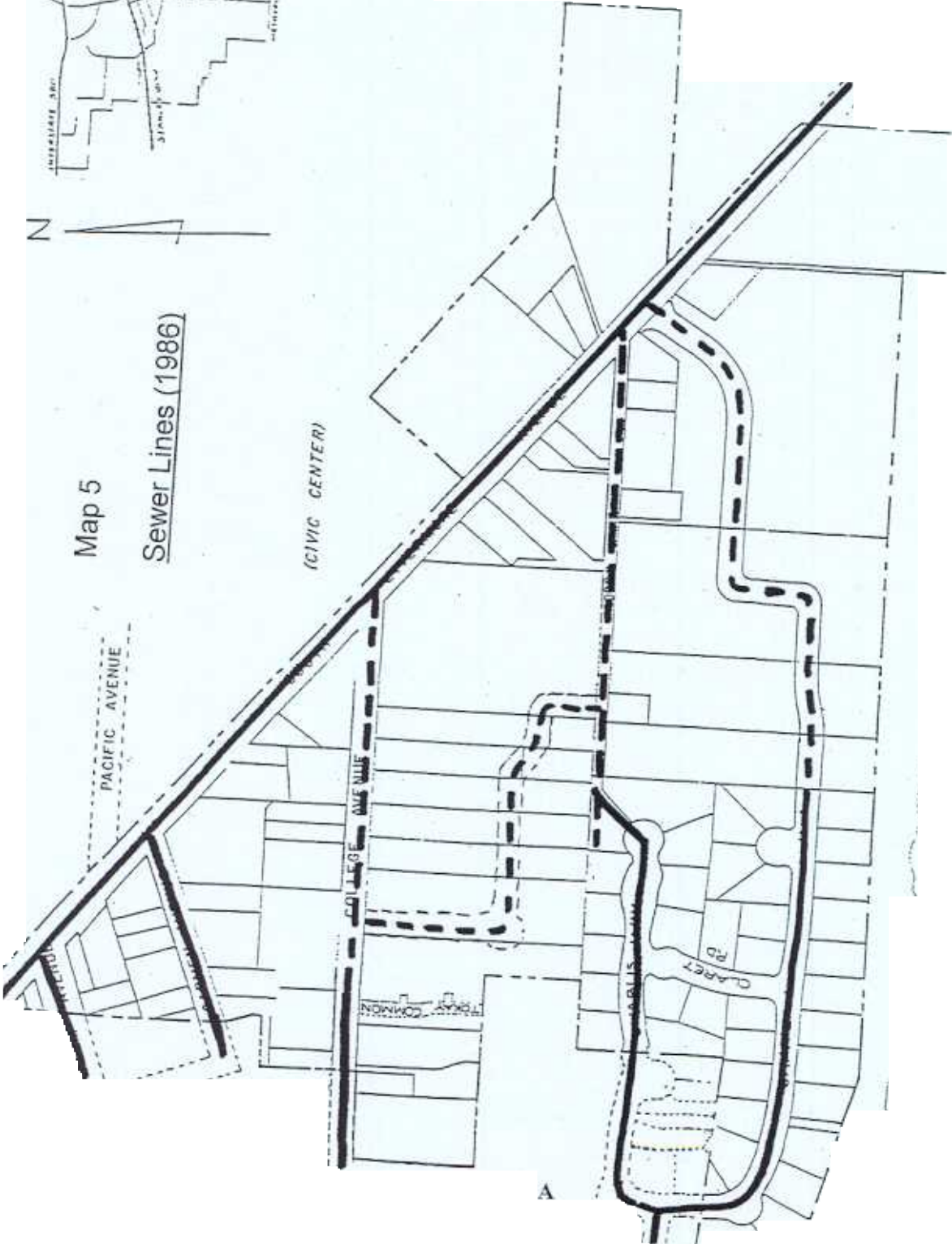
The Livermore Auto and Trailer Court located opposite the Chateau Way/South Livermore Avenue intersection is currently being served by a failing septic tank. The Alameda County Health Care Services Agency has recommended that the trailer park connect to the City sewer system. The park owners have not taken any action to connect.

An extension of the sewer line along Rodeo Lane will be required.
(Revised by C.C. Reso. #387-89, 11-13-89)



NO SCALE

Map 5
Sewer Lines (1986)



DATE: 1986

3. Water

Domestic water, including that required for fire fighting purposes, is provided by the California Water Services Company.

The Annex Area is served by several water lines. There are lines in South Livermore Avenue, Palm Avenue, Carmen Avenue, College Avenue, and Chateau Way. These lines vary between 4-12 inches in size. While there is a 6-inch line stubbed into Rodeo Lane, there is no public water service available to the parcels along Rodeo Lane. Wells provide the water for most of the residences in this area. With the proximity that must exist between the septic systems and the domestic water wells in this area there is a potential for ground water contamination and subsequent health problems. (Map 6)

As with sanitary sewer service, it is unlikely that water lines in the area will be extended without development taking place. A benefit district could be used to provide water service, but it would take cooperation between the property owners to make it function properly.

Map 6

Water Lines (1986)



NO SCALE

(CIVIC CENTER)

PACIFIC AVENUE

TOMMY COMMON

CLARET RD

8A

feet



CHAPTER 2

GOALS, OBJECTIVES, AND IMPLEMENTATION PROGRAM

General Goal Statement

It is the general goal of the City of Livermore through this Specific Plan to provide a mechanism whereby the area commonly known as the College Avenue Annex may be developed to the designated General Plan residential densities in an attractive, coordinated manner while addressing the specific needs of individual parcels and the area as a whole.

Goal 1

To provide a mechanism to implement the designated General Plan densities.

Objective

- 1 Develop a Planned Unit Development Permit for the College Avenue Annex which allows development to General Plan densities while providing development regulations for a variety of housing types.

Implementation Program

- 1 Rezone the entire College Avenue Annex to PD (Planned Development) District, with the exception of the Wente property, which shall remain OS-A (Open Space/Agriculture) District (see future actions), and adopt a Planned Unit Development (PUD) Permit for the entire area which meets the above objective.

Goal 2

To promote attractive coordinated development in the College Avenue Annex.

Objectives

- Encourage well-designed, well-landscaped, and coordinated development throughout the area.
- 2 Encourage consolidation of small, "pencil", and irregularly shaped lots into larger lots to promote larger developments.
3. Provide a prescribed circulation route through the lots between College Avenue and Rodeo Lane to prevent a large number of driveway openings onto College Avenue.

4. Expand the area to include all adjacent lots designated High Density Residential in the General Plan to promote consistency of development along College Avenue.
5. Create transition zones between high and low density development within the area.
6. Require that Rodeo Lane be improved to a public street with standards specifically designed to meet the needs of the existing dwelling units along Rodeo Lane.
7. Create a coordinated landscape plan for the first 25 feet of the required street frontage setbacks along those portions of South Livermore Avenue and College Avenue, which are located in the study area.

Implementation Program

1. Require Design Review Committee approval of all projects of greater than two units in the PUD Permit.
2. Adopt a landscape plan for the required street frontage setbacks along those portions of South Livermore and College Avenues that are located in the PUD area. Include those plants utilized in the City Hall and Library landscaping plans in this landscape plan.
3. Adopt Design Guidelines for the PUD area.
4. Require undergrounding of all utilities where economically reasonable as a Condition of Approval under the PUD Permit.
5. Deleted by C.C. Reso. #387-89, 11/13/89.
6. Expand the boundaries of the Specific Plan area to include 2515 through 2625 College Avenue.
7. Amend the General Plan from Urban Low (3 du/ac) to Urban Medium (4.5 du/ac) on the lots south of Rodeo Lane, excluding the Wente property, for which development applications have not yet been approved.
8. The improved Rodeo Lane right-of-way along the existing portion of the street shall not exceed 38 feet in width with the sidewalk on the south side and the center line adjusted to accommodate these new standards.

Goal 3

To address the specific needs of individual parcels within the College Avenue Annex.

Objectives

- 1 Provide for the continued use of individual parcels as existing uses.
- 2 Provide for the future use of individual parcels for which the best use may not be residential.

Implementation Program

- 1 Provide a mechanism in the PUD Permit which allows the continued use of the Livermore Auto and Trailer Park as a mobile home park.
- 2 The General Plan designation and OS-A (Open Space/Agriculture) Zoning District on the Wentle property at 1383 South Livermore Avenue will remain in place until an application for development is received. At that time the Specific Plan will be amended to accommodate those uses which the City finds desirable at that location.

Goal 4

To address specific needs of the area as a whole.

Objective

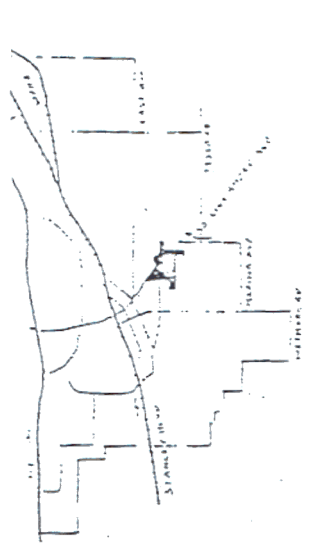
Provide for safe, convenient access to all lots within the area.

Implementation Program

- 1 Eliminate proposed roadway connection between Rodeo Lane and College Avenue, as shown in Map 7a., per C.C. Reso. #387-89.
- 2 Adopt the extension of Sherry Way as shown in Map 7a.
- 3 Realign the College Avenue/ South Livermore Avenue intersection as shown in Map 7a. to provide a 90 degree intersection.
- 4 Adopt a financing plan for the public works improvements in the Specific Plan area. Suggested financing methods include an Assessment District or a Mello Roos District.

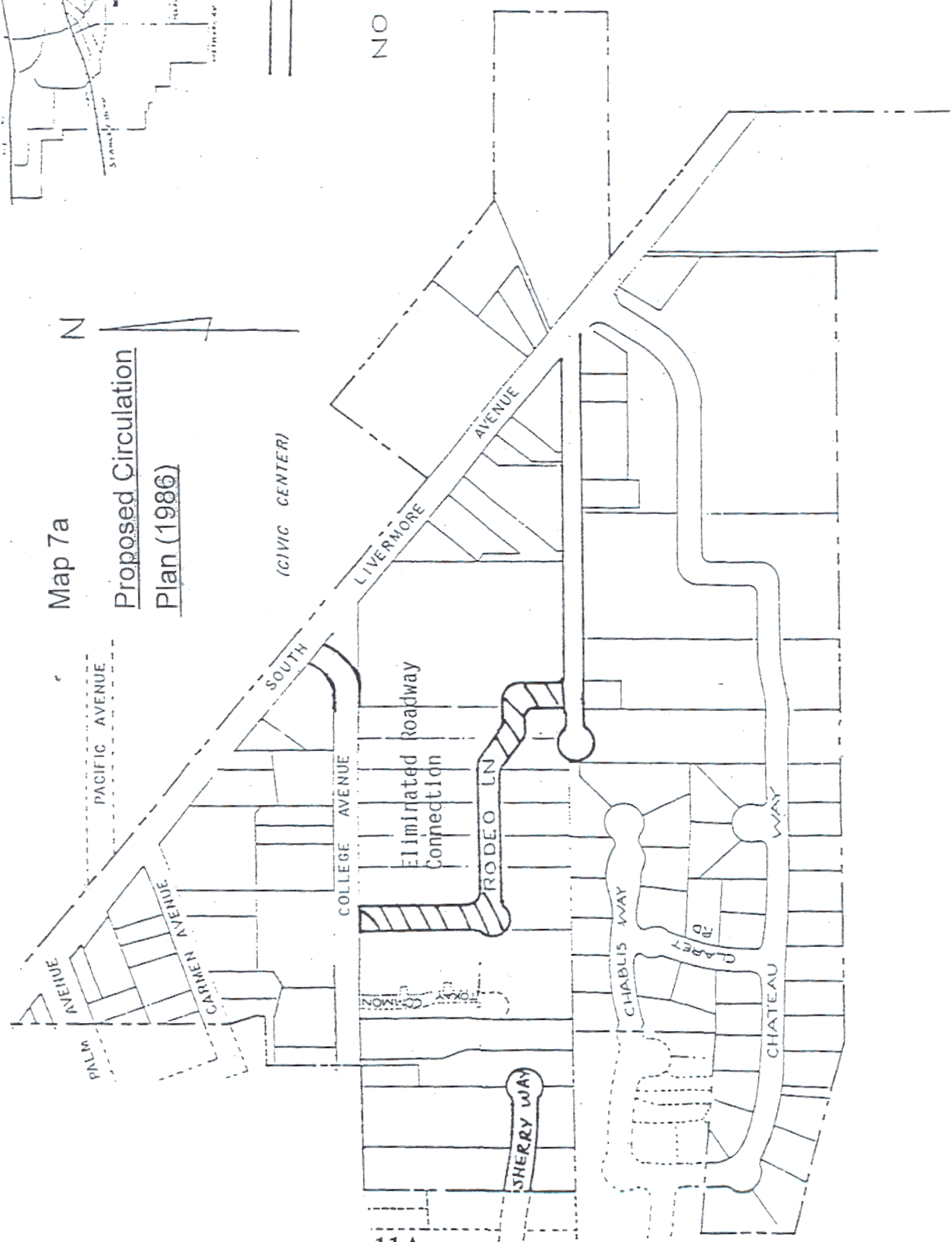
Map 7a

Proposed Circulation
Plan (1986)



--- PROPOSED
STREET

NO SCALE



11A

CHAPTER 3

COLLEGE AVENUE ANNEX SPECIFIC PLAN PLANNED UNIT DEVELOPMENT PERMIT

PURPOSE:

The purpose of establishing this Planned Unit Development District is to regulate development of an 84+/- acre parcel of land located west of South Livermore Avenue, east of 2489 College Avenue, between Palm Avenue and Arroyo Mocho. The purpose of this District is to facilitate development of a variety of housing types consistent with the densities established in the General Plan. Therefore, this Planned Unit Development Permit regulates the intensity of development by overall residential density rather than by lot size.

ZONING:

Development shall be in conformance with the requirements of all sections of the Livermore Planning and Zoning Code . For those items regulated by the Zoning Code but not specifically addressed by this Specific Plan (such as secondary dwelling units, bed and breakfast uses, etc.), ; multi-family and attached single-family units shall refer to RM standards and single-family detached units shall use RS standards. Where a conflict arises between the general provisions of the Zoning Code and specific provisions of this Planned Unit Development, the provisions of this PUD shall govern.

USES:

- A. Uses Permitted – The following are the permitted principal uses subject to approval of a Zoning Use Permit and any other pre-requisite permits. These uses shall conform to all applicable regulations set forth in this Chapter, and elsewhere in the Zoning Code , and shall be consistent with the requirements of the Housing Implementation Program.
1. Detached single-family dwellings and attached single-family dwellings to include those commonly described as couplets, townhouses, or row houses and cluster housing projects proposed for subdivision as condominiums.
 2. Multiple-family units.
 3. Public and quasi-public uses.
 4. Subdivision signs, tract construction or sales offices, construction equipment and material yard and model home complexes.

5. Off-street parking related to any use permitted
 6. Secondary dwelling units as regulated by Section 21.30.
 7. Accessory structures and buildings related to any use permitted except home occupations.
- B. Conditional Uses – The following uses are intended as ancillary uses for this Planned Unit Development Permit and are to be permitted only after a demonstrable demand for the conditional uses has been demonstrated:
1. Nursery schools and day care centers larger than 12 students.
 2. Bed and breakfast uses, limited to six units per use.
- C. Accessory Uses – The following are the permitted accessory uses:
1. Rooming and/or boarding of not more than two persons.
 2. Home occupations.
 3. Nursery schools and day care centers up to 12 students.
 4. Signs using regulations for RM, for multi-family units and attached single-family units, and RS standards for the detached single-family unit neighborhoods.
 5. Health facilities subject to the provisions of Section 21.60

SITE REQUIREMENTS:

- A. All residential development shall be subject to the requirements of the City of Livermore Housing Implementation Program.
- B. Development Regulations: The overall number of residential units permitted in the area of the College Avenue Annex Specific Plan east of South Livermore Avenue shall not exceed 72 units. (This will produce a density of approximately 10 units per acre for the 7.3+/- acre residential area.) The maximum number of units for the plan area west of South Livermore Avenue shall be governed by the underlying General Plan designations. (Map 3)
- C. Development Regulations – Specific: Development within the Urban Low Medium and Urban Medium General Plan land use designations

boundaries (as shown in Map B) shall be in conformance with the following Detached Single Family Residential regulations (Section 1.00) and all applicable sections of the Zoning Code as they exist now or may be amended.

Development within Urban High Residential General Plan land use designation boundaries (as shown in Map B) may conform to any one of the following residential product types: Detached Single Family Residential (Section 1.00), Attached Single Family Residential- Public Street (Section 2.00) Attached Single Family Residential- Private Street (Section 3.00), and Multi-Family Residential (Section 4.00), provided all of the applicable regulations for that product type can be met, as well as all applicable sections of the Zoning Code as it exists now or may be amended.

Detached Single-Family Residential: Shall be developed in conformance with the following sections. With the approval of a Conditional Use Permit the provisions of Section 21.89 may be utilized to permit development of detached units on private streets.

Minimum Lot Specifications: Lots created in this District shall have the following specifications; however, certain exceptions for attached dwellings are stated in Sections 2.00.

Minimum Lot Size: 6,000 square feet.

Minimum Average Lot Width:

- A. Depth less than or equal to 125 feet: 55 feet
- B. Depth greater than 125 feet but less than or equal to 160 feet: 67 feet
- C. Depth greater than 160 feet: 80 feet

Minimum Lot Street Frontage Width: Minimum lot street frontage width shall be 50 feet. A reduction in this width is subject to approval of a Conditional Use Permit provided the following findings can be made:

- A. The reduction in lot street frontage width is necessary or desirable because of the topography or other physical features that prevent reasonable utilization of the undeveloped site.
- B. The amount of parking on the residential lots will be increased to replace the reduction of the on-street parking.
- C. The reduction in lot street frontage width will not result in a significant reduction in the amount of landscaping visible from the public street.

Minimum Average Lot Depth: 80 feet.

Lot Development Regulations: The following lot development regulations apply in this District; however, certain exceptions for attached dwellings are stated in Section IV.C.2.00.

Maximum Dwellings Permitted: One per lot.

Minimum Yards:

- A. Street Frontage Yard: 20 feet except in the case of a corner lot, one yard may be reduced to 15 feet and in the case of lots of record as of December 6, 1971, both street frontage yards may be reduced to 15 feet. In no case shall a garage opening toward the street be set back less than 20 feet.
- B. Rear Yard: Minimum of 25 feet, average 30 feet, except that patio covers and screened enclosures may be permitted within 15 feet of the rear property line. The average yard may be reduced to 25 feet two years from the date of final inspection by the City Building Division.
- C. Side Yards:
 - 1. Lots 6,000 to, and including, 10,000 square feet – minimum 10 feet, total 24 feet.
 - 2. Lots over 10,000 square feet – minimum 12 feet, total 30 feet.
 - 3. The side yard adjacent to the driveway shall have a minimum width of 12 feet.
 - 4. At least one side yard shall be graded and maintained in a manner that will not permanently preclude vehicular access to the rear yard.
- D. Setbacks from Major Streets: Where contiguous to the right-of-way of any major street, existing or shown as an adopted route in the City's General Plan or any railroad or rail transit line, the adjacent required yard shall be 50 feet, except that two years after final inspection of residential dwelling the rear yard setback may be reduced to that otherwise permitted in the District. For purposes of computing average width only (Section 1.03), the rear 35 feet of a lot so located may be deducted from the lot depth.

E. Accessory Buildings and Structures shall conform to the regulations stated in Section 20.50.

F. In determining an average rear yard set back, only those proportions of the open area located in the rear one-half of the lot and not within a required side yard setback may be used for computation.

Maximum Developable Floor Area Ratio: 35 percent, which shall exclude up to 600 square feet of garage area.

Maximum Building Height: The main building shall not exceed 35 feet. An accessory building shall conform to the provisions of Section 20.60.

Off-Street Parking: Off-street parking shall be provided for each use as stated in Section 21.40.

Density – Rounding: The residential density shall conform to the limits established by the General Plan. The number of residential units permitted each project shall be calculated by utilizing the following method of rounding off. For a project where the number of units permitted on a lot has a fraction of one-half or above then the number will be rounded up to the next whole number. When the number of dwelling units permitted has a fraction of less than one-half then the number will be rounded down to the nearest whole number.

Minimum Lot Size: Subdivisions having lot sizes reduced below the minimum of the zone to not less than 2,500 hundred square feet may be approved where it is found that the design of the map is satisfactory with respect to relationship of land use, circulation, and access and that the design will not create areas of excessive congestion or areas with poor access. In no case, however, shall a detached dwelling be allowed on a lot having an area less than 6,000 square feet.

1.22 Lot Splitting: Since the purpose of this Specific Plan is to implement the General Plan densities within the district for each development, a lot once subdivided and recorded under the provisions of this Section shall not be further divided or reduced in area.

Computation: For purposes of determining the allowable number of dwelling units the gross area of land to be subdivided exclusive of commercial and other non-residential uses and lands to be purchased by the public shall be multiplied by the applicable density specified in the General Plan.

2.00 Attached Single-Family Residential (Public Streets): May be developed in conformance with the following sections or in conformance with Section

3.00, subject to obtaining a minor Conditional Use Permit. Attached units utilizing this section must develop using public streets; Section 21.89 of the Zoning Code may not be used.

Attached Dwellings: Any zero lot line, couplet, row, town, and patio houses as defined in E (1), (2), and (3) below may be permitted in accordance with:

- A. The regulations stated in Section 1.00;
- B. The exceptions stated in Section 2.00;
- C. All applicable provisions of the Specific Plan; and
- D. Any additional conditions the City may deem necessary for approval of a required permit.
- E.
 - 1. **Couplet Dwellings:** These are defined as two attached single-family dwellings having common or abutting sidewalls for at least 50 percent of the length of such walls.
 - 2. **Town, Patio, and Row Houses:** These and similar attached dwellings are defined as three or more attached single-family dwellings in a group, as described in (1) above.
 - 3. **Zero Lot Line Units:** Detached single-family dwelling units with at least 50 percent of the building depth abutting one side lot line.

Maximum Dwellings Permitted: Ten per group.

Side yard, Attached Dwellings:

- A. **Couplet Dwellings and Zero Lot Line Units:** One side 15 feet minimum and the other side 0 feet minimum. Zero lot line units are required to obtain a 5 foot easement with the adjoining property owner. The easement shall be recorded on both property deeds. If the development involves more than one property, a 15 foot minimum side yard is required on all overall project or site boundaries, unless a 5 foot maintenance easement is obtained from the adjacent property owner outside of the project boundary. Along the side yard that is set back 0 feet, any portion of the building that is not built on the property line shall be set back at least 10 feet.
- B. **Town, Patio, and Row House:** 0 feet minimum, except the end side yard for a group of town, patio, or row houses must be 30 feet

minimum. Along the side yard that is set back 0 feet, any portion of the building that is not built on the property line shall be set back at least 10 feet.

- C All Attached Dwellings: A 15-foot minimum side yard is required on all overall project or site boundaries. Along the side yard that is set back 0 feet, any portion of the building that is not built on the property line shall be set back at least 10 feet.

Rear Yard: The minimum rear yard shall be 30 feet, except that patio covers and screened enclosures may be permitted within 15 feet of the rear property line.

Maximum Coverage: Maximum coverage shall be as follows

- A Zero lot line and couplet dwellings shall not exceed 30 percent.
- B Row, town, and patio houses shall not exceed 40 percent coverage

Minimum Street Frontage Width: 25 feet.

Attached Single-Family Residential (Private Streets): May be developed in conformance with the following section or in conformance with Section 2.00, subject to obtaining a Minor Conditional Use Permit. Attached units shall include subdivision and development of a site of attached single-family dwellings (as defined in Section 2.01E) on individual lots or development of condominium units. Attached units may be developed for purposes of lease, rental, or sale, may include lots which have no frontage on a public street, may have access drives in common, may have common recreation and off-street parking areas, and must have common open space areas as described in this section. Attached units utilizing this section may develop using private streets as described within this section, however, Section 3-50-110 of the Livermore Planning and Zoning Code may not be used.

- 3.01 Minimum Site Area: One-half acre. Existing parcels less than one-half acre shall not be subject to this requirement. Subdivision of parcels larger than one-half acre into parcels less than one-half acre is permitted only as a part of development of the entire parcel.

Maximum Site Area: None, except that the City may limit size of a site proposed for development through the requirement of streets found necessary to provide access to the site and to serve the general circulation needs of the neighborhood.

Minimum Site Area Required Per Dwelling Unit: General Plan Designation Urban High 2; 3,110 square feet per dwelling unit (14.0 dwelling units per net acre).

Minimum Site Area Required Per Dwelling Unit: General Plan Designation Urban High 1; 5,445 square feet per dwelling unit (8.0 dwelling units per net acre).

Minimum Site Area Required Per Dwelling Unit: General Plan Designation Urban High 4;

Bedrooms/DU	One Story	Two Story	Three Story
One	2,500	1,250	1,250
Two	2,500	1,650	1,500
Three or More	2,500	2,050	1,750

Overall Site Development Requirements:

GEN. PLAN	DU/AC	STREET FRONTAGE YARDS	MIN. SITE WIDTH	MINIMUM NON-STREET SITE FRONTAGE YARDS			MAX. SITE COV	MAX. # OF DWELLINGS/BUILDINGS
				1-STORY	2-STORY	3-STORY		
UH 1	8	30'	65'	10'	15'	20'	30%	6
UH 2	14	20'	65'	10'	15'	20'	40%	NO LIMIT
UH 4	18-22	15'	50'	5'	10'	15'	55%	NO LIMIT

UH 1 – Urban High 1 UH 2 – Urban High 2 UH 4 Urban High 4

Where contiguous to property zoned for single-family residential use, designated in the General Plan to be future single-family residential use or a public park, the minimum non-street frontage yard shall be 20 feet.

Maximum Allowable Building Height: One to four dwellings: 30 feet limited to two stories; five or more dwellings: 45 feet limited to three stories. Both story limitations shall be inclusive of any story devoted to off-street parking. Secondary or accessory structures: 15 feet.

Off-Street Parking: Shall be provided for each use as required in Section 21.40 of the Zoning Ordinance except that parking shall not be located within any required street frontage yard. Required parking for developments with Urban High – 4 designation - Minimum 1.3 parking spaces per unit.

3.14 Minimum Site Depth: 100 feet.

Minimum Street Frontage Required: Minimum street frontage width shall be 25 feet.

Project Improvement Requirements: All projects shall be developed according to the following regulations:

Driveways and Parking Lots shall be constructed as follows:

- A. Fire Lanes:** Shall be designated, posted, and recorded as fire lanes and shall at no time be obstructed in a manner that will prohibit vehicular access through the fire lane system.
- B. Minimum Driveway Improvement:** Shall be improved with the provision of paving and either a curb and a center street gutter or a six-inch high concrete curb and gutter. Improvement shall be in conformance with California Public Works Roadway Design Standards for Traffic Index 4.5. To prevent overhang of open space, retainers or tire stops shall be required adjacent to all open space as may be required by the City Engineer.
- C. Minimum Driveway Width:** Shall be as follows:
 - 1** One way, no parking, or access to adjacent parking: 15 feet.
 - 2** Two way, no parking: 24 feet.
 - 3** Where driveway includes diagonal or perpendicular parking, a minimum of 24 feet.
 - 4** Where driveway includes parallel parking, such parking stalls shall be 9 feet in width.
- D. Sidewalks and Pedestrian Pathways:** Shall be constructed as follows
 - 1** They shall be constructed along one side of the driveway within the building setback area.
 - 2** They shall provide access to all building entrances, parking, and open area.
 - 3** These sidewalks and pathways shall have a minimum unobstructed width of 5 feet.

Minimum Setback from Driveways or Parking Lots:

- A.** All structures shall be set back a minimum of 10 feet from all driveways and parking lots except enclosed and unenclosed garages.
- B.** Enclosed Garage Fronting a Driveway: 20 feet minimum from driveway.
- C.** Unenclosed Garage (Carport), Fronting a Driveway: 5 feet minimum from driveway.

Minimum Distance between Buildings: As set forth in Section 20.52, except that buildings having a front-to-front orientation within twenty degrees of parallel shall be separated a distance of not less than 50 feet.

Fencing: A 6-foot high screened chain-link fence, wood fence, or masonry wall shall be erected on all property lines common with any planned or existing residential, commercial, or industrial area or zone.

Fire Protection Facilities: Including hydrants, shall be installed by the developer as required by the City.

Exterior TV Antennas: Shall be limited to one for each building within the development.

Landscaping: Open areas shall be landscaped or otherwise maintained in a dust-free and fire-safe condition. Landscaping shall include at least sixteen shade trees per acre and shall be installed concurrent with the development of the site or any of its stages.

Maintenance: Provision shall be made for perpetual maintenance to City standards of all common open space and facilities, including easements, recreation areas, yards, sewer lines, storm drains, driveways, buildings, parking lots, and similar features, through establishment of a maintenance assessment district or other method satisfactory to the City for purposes of securing revenue for such purpose. In addition, any facility deemed by the City to be of direct benefit to the public could be accepted for maintenance by the City upon dedication.

Lighting: All driveways and common parking areas shall be illuminated with a maintained minimum of one foot-candle at the driveway or parking lot surface. Lighting fixtures shall be arranged to disseminate light uniformly of the driveway and parking lot surface.

Lot Specifications: The following specifications are applicable to individual lots within an attached unit complex:

- A. Minimum Lot Area: None.
- B. Minimum Lot Depth: None.
- C. Minimum Lot Width: None.
- D. Minimum Street Frontage Required: Street frontage requirements may be waived for individual lots or units within the development provided on driveways found by the City to provide safe and adequate vehicular and pedestrian access.

Lot Development Regulations: Development of individual lots within an attached unit complex shall have a minimum front, side, and rear yard setback of 0 feet.

3.40 Usable Open Space Required:

- A. For any lot having a minimum lot size reduced below 6,000 square feet, and for each condominium unit, there shall be provided usable open space having an area of not less than 1,000 square feet per dwelling.
- B. For purposes of this Section, usable open space is defined as greens and/or recreation facilities and areas in common with other property owners. Usable open space does not include yards or other areas having a width of 15 feet or less, private patios, required front yards for the total site, or areas devoted to automobile access or storage.
- C. Usable open space described herein or dedicated through any density transfer shall not be credited to prerequisite park dedication.

Maintenance of Open Areas: Open areas, exclusive of required off-street parking area and developed recreation area, shall be permanently maintained as landscaped and/or developed common or private recreation areas with paving not to exceed 20 percent of such open area.

Required Permits: Prior to the issuance of any development permits or approvals for a project utilizing this section, the City shall also find:

- A. That the design of a proposed development shows variety in:
 - 1 Building Height,

- 2. Number of stories,
 - 3. Number of dwellings in a building.
- B. That buildings and dwelling units properly relate to each other and to common open space within the building site so as to avoid visual monotony and minimize anticipated problems of noise and vehicular traffic, thereby assuring as much as possible a suitable living environment.
- C. That development will not preclude the subdivision of adjacent property or the provision of streets necessary to handle local traffic needs.

Multi-Family Residential: Shall be developed according to the following regulations, subject to obtaining a Minor Conditional Use Permit:

Minimum Site Area: One-half acre. Existing parcels less than one-half acre shall not be subject to this requirement. Subdivision of parcels larger than one-half acre into parcels less than one-half acre is permitted only as a part of development of the entire parcel.

Maximum Site Area: None except that the City may limit size of a site proposed for development through the requirement of streets found necessary to provide access to the site and to serve the general circulation needs of the neighborhood.

Minimum Site Area Required per Dwelling Unit: General Plan Designation Urban High 2; 3,110 square feet per dwelling unit (14.0 dwelling units per net acre)

Minimum Site Area Required per Dwelling Unit: General Plan Designation Urban High 1; 5,445 square feet per dwelling unit (8.0 dwelling units per net acre)

Minimum Site Area Required per Dwelling Unit: General Plan Designation Urban High 4;

Bedrooms/DU	One Story	Two Story	Three Story
One	2,500	1,250	1,250
Two	2,500	1,650	1,500
Three or More	2,500	2,050	1,750

Overall Site Development Requirements:

GEN. PLAN	DU/AC	STREET FRONTAGE YARDS	MIN. SITE WIDTH	MINIMUM NON-STREET SITE FRONTAGE YARDS			MAX. SITE COV.	MAX. # OF DWELLINGS/ BUILDINGS
				1 STORY	2 STORY	3 STORY		
UH 1	8	30'	65'	10'	15'	20'	30%	6
UH 2	14	20'	65'	10'	15'	20'	40%	NO LIMIT
UH 4	18-22	15'	50'	5'	10'	15'	55%	NO LIMIT

UH 1 – Urban High 1

UH 2 – Urban High 2

UH – 4 Urban High 4

Where contiguous to property zoned for single-family residential use, designated in the General Plan to be future single-family residential use, or a public park; the minimum non-street frontage yard shall be 20 feet.

Maximum Allowable Building Height: One to four dwellings: 30 feet limited to two stories; five or more dwellings: 45 feet limited to three stories. Both story limitations shall be inclusive of any story devoted to off-street parking. **Secondary or accessory structures:** 15 feet.

Off-Street Parking: Shall be provided for each use as required in Section 21.40 of the Zoning Ordinance except that parking shall not be located within any required street frontage yard.

Minimum Site Depth: 100 feet.

Project Improvement Requirements: All projects shall develop according to the following regulations.

Driveways and Parking Lots shall be constructed as follows:

- A. Fire Lanes:** Shall be designated, posted, and recorded as fire lanes and shall at no time be obstructed in a manner that will prohibit vehicular access through the fire lane system.
- B. Minimum Driveway Improvement:** Shall be improved with the provision of paving and either a curb and a center street gutter or a 6-inch high concrete curb and gutter. Improvement shall be in conformance with California Public Works Roadway Design Standards for Traffic Index 4.5. To prevent overhang of open space, retainers or tire stops shall be required adjacent to all open space as may be required by the City Engineer.
- C. Minimum Driveway Width:** Shall be as follows:
 - 1 One way, no parking or access to adjacent parking:** 15 feet.

2. Two-way, no parking: 24 feet, except projects with four units or less shall have a driveway width of 16 feet.
3. Where driveway includes diagonal or perpendicular parking, a minimum of 24 feet.
4. Where driveway includes parallel parking, such parking stalls shall be 9 feet in width.

D. Sidewalks and Pedestrian Pathways: Sidewalks and pedestrian pathways shall be constructed as follows:

- 1 They shall be constructed along one side of the driveway within the building setback area.
- 2 They shall provide access to all building entrances, parking, and open areas.
- 3 These sidewalks and pathways shall have a minimum unobstructed width of 5 feet.

Minimum Setback from Driveways or Parking Lots:

- A. For project of four units or less: All structures shall be set back a minimum of 5 feet from all driveways and parking lots, including enclosed and unenclosed garages.
- B. For projects of 5 units or more: All structures shall be set back a minimum of 10 feet from all driveways and parking lots except enclosed and unenclosed garages, which may be set back 5 feet.

Minimum Distance Between Buildings: As set forth in Section 20.52, except that buildings having a front-to-front orientation within twenty degrees of parallel shall be separated a distance of not less than 50 feet.

Fencing: A 6-foot high-screened chain-link fence, wood fence, or masonry wall shall be erected on all property lines common with any planned or existing residential, commercial, or industrial area or zone.

Fire Protection Facilities: Including hydrants, shall be installed by the developer as required by the City.

Exterior TV Antennas: Shall be limited to one for each building within the development.

Landscaping: Open areas shall be landscaped or otherwise maintained in a dust-free and fire-safe condition. Landscaping shall include at least sixteen shade trees per acre of the site and shall be installed concurrent with the development of the site or any of its stages.

Maintenance: Provision shall be made for perpetual maintenance to City standards of all common open space and facilities, including easements, recreation areas, yards, sewer lines, storm drains, driveways, buildings, parking lots, and similar features, through establishment of a maintenance assessment district or other method satisfactory to the City for purpose of securing revenue for such purpose. In addition, any facility deemed by the City to be of direct benefit to the public could be accepted for maintenance by the City upon dedication.

Lighting: All driveways and common parking areas shall be illuminated with a maintained minimum of one foot-candle at the driveway or parking lot surface. Lighting fixtures shall be arranged to disseminate light uniformly of the driveway and parking lot surface.

Usable Open Space Requirement: For each dwelling unit developed under Section 4.00, there shall be provided a minimum of 300 hundred square feet of usable open space. For purposes of this section usable open space shall be defined as common or private open space excluding the following:

- A. Required front yards
- B. Areas devoted to parking, driveways, or maneuvering areas.
- C. Open space at grade less than 10 feet in its minimum dimension.
- D. Patios, balconies, or decks less than 7 feet in their minimum dimension.

Maintenance of Open Areas: Open areas, exclusive of required off-street parking area and developed recreation area, shall be permanently maintained as landscaped and/or developed common or private recreation areas with paving not to exceed twenty percent of such open area.

OTHER REQUIREMENTS:

- A. All new development (including single and multi-family residential) shall require:
 - 1 Design Review Committee approval of buildings, landscaping, and irrigation plans, and

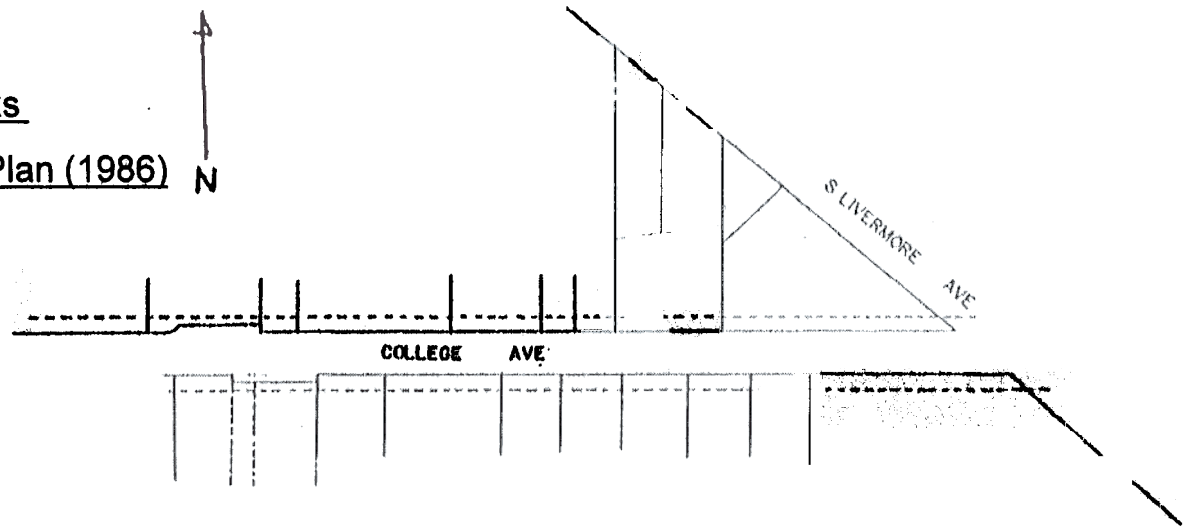
2 Site Plan Approval

- B.** Any variations from the requirements of this PUD shall be subject to the requirements, procedures, and Findings of Chapter 27.00 (Variance) of the Zoning Ordinance.
- C.** All development projects, except additions to existing dwelling units of 50 percent of floor area or less shall be required to underground all utilities as a condition of development. Where the cost of undergrounding exceeds 10 percent of the cost of the development project, the applicant may petition for an exception to this policy, said exception shall be granted by the Planning Commission upon Findings.
- D.** Calculation of density shall include any required roadway dedication. All streets in the Specific Plan area shall be improved to City standards, with the exception of Rodeo Lane, as a condition of development. Rodeo Lane shall be developed to City standards other than roadway width, which shall be a maximum of 38 feet.
- E.** Design Guidelines: All development must conform to the Design Guidelines for the Specific Plan Area approved by the Design Review Committee following the adoption of the Specific Plan.
- F.** The street frontage yards indicated on Map 8 shall be landscaped according to the College Avenue Annex Specific Plan Landscape Plan approved by the Design Review Committee following adoption of the Specific Plan from the curb line to a depth of 20 feet from the property line.

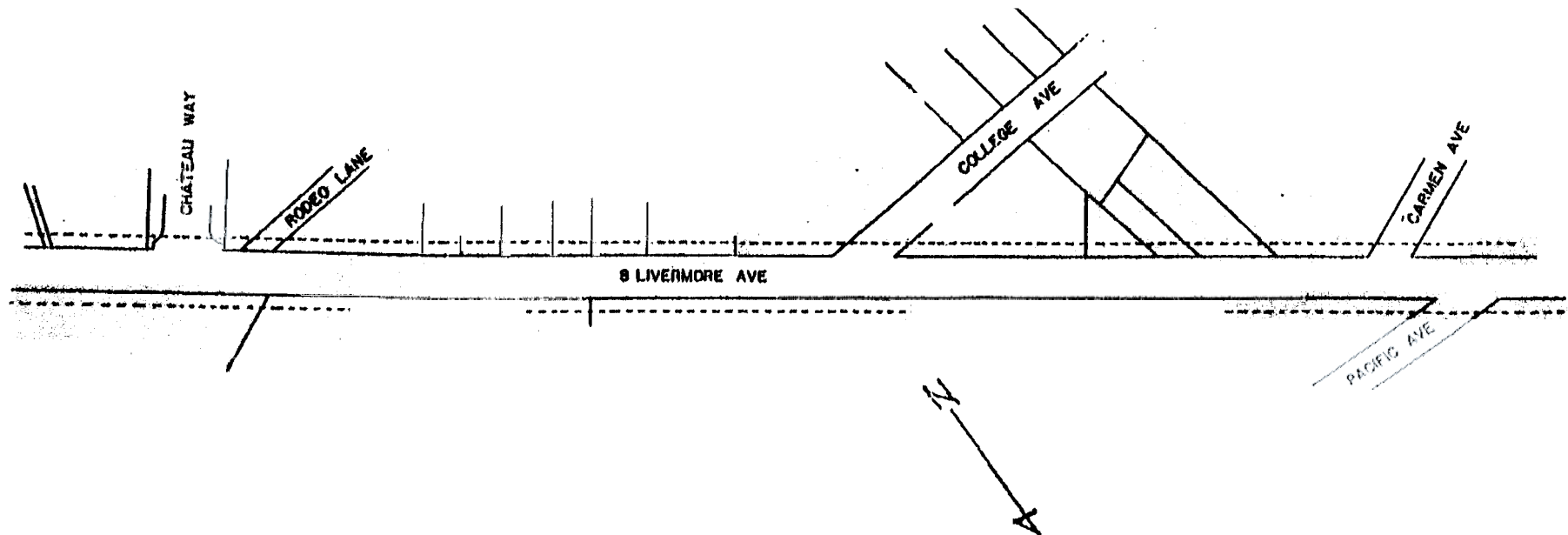
Map 8

Street Frontage Setbacks

Included in Landscape Plan (1986)



27A



CHAPTER 4

RECOMMENDED FUTURE ACTIONS

The following actions are components of the Specific Plan, which should be carried out following the adoption of the plan. These actions require public notice, which was not part of the original notice for this plan.

A. Expansion of the Study Area Boundary

The boundaries of the Zoning Study and the Specific Plan are based on the boundaries of the College Avenue Annex. There are several parcels adjacent to the Annex, which are also designated Urban High 2 on the General Plan. These parcels are the Tokay Common development and the two parcels adjacent to the west. The two parcels west of Tokay Common are currently developed with substandard structures.

The zoning on the Urban High-2 portions of these parcels is RG-16 (Suburban Multiple Residential-16 du/ac) District. This zoning is inconsistent with the General Plan density of 8-14 du/ac. These three parcels should be rezoned to PD and included in the boundaries of the Specific Plan.

B. General Plan and Zoning of the Wentz Property

The Wentz Brothers have suggested the possible development of their parcel fronting on South Livermore Avenue as a winery, conference center, and hotel or inn. No application for development has been received. The current General Plan designation on the site is Urban High Residential 1 (6-8 du/ac); the Zoning District on the property is OS-A (Open Space Agriculture). These designations will be left in place in this Specific Plan proposal. Subsequent review of the General Plan and zoning designations on this property is appropriate in light of the property owner's and City's interest in allowing those uses proposed by the Wentz Brothers or other uses which may be desirable at this location.

C. Transition Zone

A General Plan Amendment from Urban Low Residential (3 du/ac) to Urban Medium Residential (4.5 du/ac) shall be initiated for those parcels south of Rodeo Lane, excluding the Wentz property, for which development applications have not yet been approved. The intent of this amendment is to provide a transition zone between the 3 du/ac development to the west and the 8 du/ac development to the east of these parcels.

D. Public Works Improvements

The realignment of the College Avenue/South Livermore Avenue intersection and the conversion of Rodeo Lane to a public street shall be financed through either an Assessment District or a Mello Roos district except that two-thirds of the cost of the realignment of the College Avenue/South Livermore intersection will be funded out of the City Capital Improvement Program. The Assessment District or Mello Roos District shall be created by the City prior to any development taken place under the College Avenue Annex Specific Plan. (Amended by C.C. 11-13-89)

Exception: Development may occur prior to the formation of an Assessment District or Mello Roos District if the following conditions are met:

1. That a formal petition from the property owners representing at least 60 percent of the land area of the proposed Assessment District is received by the City Council for the creation of an Assessment District, and that the City Council has directed staff to proceed with its formation.
- 2 That the applicant agrees to not protest the formation of an Assessment District.
- 3 That the City has determined the preliminary cost estimates and spread of improvements in order to determine the individual property owner's share of assessments, and subject to any appropriate adjustments as a result of final approval of the district.
- 4 That the applicant has posted the necessary security in a form satisfactory to the City Attorney to guarantee payment of his/her share of the Assessment District costs for public improvements. (Amended by C.C. 8-3-87)

E Design Guidelines and Landscape Plan

The following Design Guidelines dated 12-9-86 are adopted for the College Avenue Annex Specific Plan area:

COLLEGE AVENUE ANNEX SPECIFIC PLAN
DESIGN GUIDELINES

December 6, 1986

GOAL: To provide guidelines for Development in the area covered by the College Avenue Annex Specific Plan which will lead to the use of architecture and site planning that will be consistent with the area's theme of custom development.

COLLEGE AVENUE ANNEX SPECIFIC PLAN

DESIGN GUIDELINES

I. DESIGN REVIEW

All new development (including single family and multi-family residential) shall be subject to Design Review Committee approval. New development shall be subject to the following Design Guidelines.

1 SITE DESIGN GUIDELINES:

All of the following shall be subject to Design Review Committee approval:

A. General:

- Buildings should be designed and sited so as to provide a strong functional relationship to the site; i.e. the required side and rear yards should be integrated into the overall site spatial arrangement, and all open space should be functional. Minimal and inaccessible yards should be avoided.
- Natural site amenities should be preserved and incorporated into site design.
- Both private and common usable open space should be provided in multiple-family residential developments. Private usable open space for each dwelling unit should be directly accessible from the unit and should be large enough to permit outdoor living opportunities. The location of common open space should take into account the prevailing winds and sun orientation. Common areas should be readily accessible to all buildings and should be integral to the on-site pedestrian system.
- Separate vehicular and pedestrian circulation systems should be provided.

Provision should be made for bicycle parking.

- Site plans should show the project's compatibility with surrounding environment including surrounding development and streetscape.

Common driveways, which provide vehicular access to more than one site are encouraged.

- Generally, off-street parking facilities should be located to the rear of sites.

B. Specific:

- Minimum building setback from street throughout the CAASP area is 20 feet. Variation in building setback is encouraged in addition to the minimum requirement.
- Parking Lots shall be set back a minimum of 20 feet. Where parking lots are located in front of buildings they should be screened by a berm and/or landscaping, which will grow to a total minimum height of 3 feet.
- Carports or garages should be attached to a building wherever possible. When a carport is not attached to the main structure it should meet the minimum setback requirements for the main structure and should not be located in front of the main structure. Where possible, garage doors or carports should not be visible from the street.
- All exterior trash and storage utility boxes, electric and gas meters, transformers, etc., should be screened from view and located at the rear of the site.
- Refuse containers should be located in the rear one-half of the lot and enclosed in a fence (other than chain link) or a wall of not less than 5 feet in height and surrounded by screening landscaping.

2. ARCHITECTURE AND LANDSCAPE DESIGN:

A. General:

Design of fencing, trash enclosures, and similar accessory site elements should be compatible with the architecture of the main buildings and should use similar types of materials. Use of cyclone and screened chain link fences should be avoided.

- Exterior lighting should be designed to be consistent with the architectural style of the building and consistent with the landscaping of the project.

B Height:

- Maximum height of residential structures is 35 feet with the exception of architectural features, which provide added variation in roof line; for example, turrets, towers, and chimneys.

C. Roof Lines:

- Flat roofs should be avoided.
- Gables, hip, and shed roofs are strongly encouraged. Broken roof lines, variation in pitch, and mixed roof lines are encouraged. The minimum pitch of roof should be 4/12.

Pebble roofing should be avoided

D. Facades:

- All building design should achieve a sense of human scale. Wall insets, balconies, and window projections are all examples of building elements, which may help reduce the scale of larger buildings.
- Vertical and horizontal changes in façade are strongly encouraged.
- Surface materials: Varied and textured surfaces are encouraged. A maximum of 30 percent stucco should be utilized per wall surface excluding area of windows and doors, except where additional architectural features such as those listed below provide for a richness of design and execution consistent with a non-stucco façade treatment. Types of materials should include horizontal wood siding, shingle, stone, or brick. (Synthetic materials will be considered on a case-by-case basis.) Use of corner, door, window, and roof trim and detailing is strongly encouraged.
- At least two of the following should be used in a harmonious manner per street facing elevation of a single-family dwelling, except where the number and variety is required to be increased for facades with larger quantities of stucco. At least three of the following should be used per street or parking lot facing elevation of a multi-family building (more than one of the same type of architectural feature is permitted, additional features may be required by the Design Review Committee):

- Projecting bays
- Recesses
- Balconies
- Decks
- Dormer Windows
- Porches
- Tower or Turret
- Trellis

Five feet or greater change in elevation setback chimneys
Other as approved by Design Review Committee

False or decorative façade treatments should be avoided.
Treatments should be consistent with the style of building and
provide variation in elevations while maintaining architectural
continuity.

Fenestration, a vertical emphasis in window proportions, is
encouraged, with strong trim detailing around openings to emphasize
a break in wall surface.

Colors: Use of contrasting colors within a project is encouraged.
Bright colors and single color structures are discouraged. Colors
should not “clash” with surrounding development.

E. Landscaping:

Planting of trees and large shrubs is encouraged. Landscaping within
the 20-foot setback requirement should be limited to that required by
the CAASP landscape plan except that shrubs and flowering plants
are encouraged along building foundations and flowering plants are
encouraged at tree bases.

- Landscaping should be utilized to visually unify projects within the
CAASP area such that landscaping on adjacent project should be
similar or coordinated. Walk and driveways should be defined
through planting of trees, shrubs, or border plants.

All large existing trees and shrubs should be preserved unless
removal is approved by Planning Division staff.

F. Fences:

- Fences of a height greater than 3 feet are not permitted in front of
buildings. Fences are not permitted within the 20-foot required street
frontage yard setback. Maximum height of fences is 6 feet. Chain
link fences and plain concrete block walls are strongly discouraged.

COLLEGE AVENUE ANNEX SPECIFIC PLAN

LANDSCAPE PLAN

The attached Landscape Plan shall be implemented in all street frontage yards on College Avenue and South Livermore Avenue throughout the College Avenue Annex Specific Plan area.

Street frontage yards not shown on attached plans shall be landscaped as follows: ,

General:

- Street trees shall be located 5 feet from the edge of the sidewalk at 20 feet on-center intervals.
- Secondary trees shall be located 15 feet from the edge of the sidewalk at 20 feet on-center intervals.
- Specific location of trees on individual lots not shown on attached plans may be determined by measuring from tree locations shown along streets to the lot in question. Large-scale maps will be available for this purpose at the Planning Division.
- Trees which cannot be located according to the landscape plan, for example, due to driveway location, must be located elsewhere within the required setback. Alternative locations must be approved by Planning Division staff.

Lawn or ground cover shall be installed throughout the setback area. All other landscaping, within setback area must be approved by staff. Additional landscaping may be located only in maximum 5 feet wide planters adjacent to buildings and driveways.

College Avenue:

- Street trees shall be Norway Maple, *Acer platanoides*.
- Secondary trees shall be Yarwood London Plane, *Platanus acerifolia* "Yarwood".

South Livermore Avenue:

- Street trees shall be Yarwood London Plane, *Platanus acerifolia* "Yarwood".
- Secondary trees shall be Norway Maple, *Acer platanoides*.

CHAPTER 5

STATEMENT OF CONSISTENCY WITH THE CITY OF LIVERMORE GENERAL PLAN

The area within the boundaries of the College Avenue Annex Specific Plan were designated Urban Low Medium (3 du/ac), Urban High 1 (6-8 du/ac), and Urban High 2 (8-14 du/ac) when the area was annexed to the City in 1980. The zoning applied to the area since that time has been consistent with the General Plan on only a small number of lots in the College Avenue Annex.

The Planned Unit Development Permit included in the Specific Plan will allow development to General Plan densities on all lots in the area. Development will be regulated by an existing single-family residential district and a modification of an existing multiple-family residential district. The multiple-family residential district has been modified to allow development to no more than the maximum density allowed in the General Plan and to eliminate the need for variance permits on the small and unusually shaped lots in the area. The increased density on the majority of the parcels will allow construction of a variety of housing types including both single-family homes and multi-family projects.

The College Avenue Annex Specific Plan will, thus, bring the zoning on the lots within the College Avenue Annex into consistency with the General Plan and encourage a variety of housing types including multi-family projects as recommended by the Housing Element of the General Plan.