City Of Livermore
Brisa Neighborhood Plan

Adopted by

Livermore City Council | February 26, 2007

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1 Introduction

The City of Livermore is located in northeast Alameda County along the north and south sides of Interstate I-580. The current City limits encompass approximately 25 square miles within a Planning Area of about 140 square miles. The City population is estimated at 80,500. Major employers in the area include the Lawrence Livermore National Laboratory, Sandia National Laboratory, Las Positas College, the Livermore Valley Joint Unified School District, and the City of Livermore. The Livermore Valley is home to over 25 wineries, a general aviation airport and four golf courses.

The Brisa Neighborhood Plan is for a 37.5-acre site located in eastern Livermore adjacent to, and east of, Vasco Road and bisected by Brisa Street. Union Pacific Railroad (UPRR) tracks form the southern boundary of the property and the Altamont Commuter Express (ACE) also uses these tracks. An ACE passenger platform is adjacent to the southwestern edge of the site. Based on the Urban High Residential General Plan Land Use designation, the site is permitted to develop at a range of 14 to 18 dwelling units per acre. This Neighborhood Plan is for 510 dwelling units in a variety of styles, two

Partial view of the Brisa site from Vasco Road, looking northeastward.

View of the Brisa site to the east from the Vasco Road overpass above the UPRR and ACE tracks.

neighborhood parks, open space, trail networks and direct connections to the Patterson Pass and Iron Horse trails. The neighborhood has been designed to be a cohesive community with a variety of buildings fronting pedestrian-oriented streets and green spaces, and numerous pathways that provide connections within the neighborhood and to the ACE train station.

This chapter describes the purpose of the Brisa Neighborhood Plan, identifies its distinguishing design concepts, and includes a summary of subsequent chapters.

A. Purpose Statement

The Brisa site is identified in the City of Livermore's 2003 General Plan as part of the East Side Transitional Area, an area of Livermore in which mixed-use neighborhoods may occur. However, before new mixed-use development will be allowed in any part of this Area, a Neighborhood Plan must be developed in the interest of safety, convenience and maximum benefits for residents. The specific purpose of the Plan is to establish a comprehensively planned, transit-oriented, traditional neighborhood development that incorporates a pedestrian-oriented network of open space and walkways, high-quality architectural details and adequate provision of public services and safety. Since the neighborhood envisioned in the Plan would be surrounded by existing urban development and would utilize the City's existing infrastructure, development of the site would be considered infill, thus avoiding sprawl on greenfield sites. The Neighborhood Plan establishes a basic framework to guide orderly growth as the neighborhood expands.

An existing multi-use trail in Livermore provides a vital component of the neighborhood's character.

B. Goals for the Brisa Neighborhood Plan

The City of Livermore expects that a successful neighborhood on the Brisa site will incorporate a number of specific goals in its planning and development. These include:

- **Safety and Convenience.** Since Vasco Road is a major thoroughfare and Brisa Street will potentially be a high-traffic corridor, safety for pedestrians, motorists and bicyclists is a high priority. Buffering new development from Vasco Road and incorporating a pedestrian-friendly internal street network will ensure a traffic and pedestrian circulation system that safely and conveniently integrates the Plan Area with existing surrounding development.
- **Compatibility with Surrounding Uses.** Appropriate site planning efforts will be made to ensure sufficiently wide and visually appealing buffers between the Brisa Neighborhood's residential use and the surrounding industrial and non-residential uses, in order to minimize noise and other potential impacts.

Well-designed common areas foster a sense of community for a neighborhood's residents.

- **Adequate Community Facilities and Infrastructure.** The provision of community amenities such as public and private open space areas and access to city-wide trail networks will provide an appropriate level of community-oriented resources for residents of the new Brisa Neighborhood.
- **High Quality Design.** Pedestrian-friendly design features, distinctive architectural details, connections to pedestrian bikeways and other site amenities promote a comfortable, safe and human-scaled design. The Neighborhood Plan appropriately integrates the neighborhood with surrounding industrial and commercial development while also providing a network of pedestrian and bicycle trails connecting to the surrounding Livermore community.

C. Planning Process

The planning process for the Neighborhood Plan has been a collaborative effort between City staff, the project applicant's consultants and architects, regional agencies, and the City's planning consultants. A primary element of the planning process was the series of Design Team meetings to develop the Neighborhood Site Plan. Input for the Neighborhood Plan also included meetings with the Livermore Area Recreation & Park District (LARPD), the Livermore Valley Joint Unified School District (LVJUSD), and the San Joaquin Regional Rail Commission representing the ACE.

The consultant team reviewed all relevant policy documents to ensure compliance with City regulations pertinent to the Brisa site and development of the Neighborhood Plan. These documents include:

- General Plan policies related to housing, land use, parking, open space and community facilities
- Residential Design Standards and Guidelines

Views to the surrounding hills, including Brushy Peak, play a vital role in the character of many Livermore neighborhoods.

- Planning and Zoning Code requirements related to the provision of open space
- Transfer of Development Credits Ordinance
- Engineering Standards, Details and Specifications
- Bikeway and Trails Master Plan
- Inclusionary Housing Ordinance
- LARPD Master Plan
- General Plan Policies related to buffering habitable buildings from active rail lines to reduce noise and vibration impacts

D. Neighborhood Plan Overview

The Neighborhood Plan presents an overall program for the site, including an Illustrative Site Plan showing the distribution of residential development, parks, trails and the ACE parking facility. The components of the Neighborhood Plan that follow this introductory chapter include:

- **Chapter 2: Existing Conditions** gives an overview of the key issues pertaining to the Brisa site in the context of future development envisioned by this Neighborhood Plan.
- **Chapter 3: Neighborhood Concept Plan** illustrates and describes the neighborhood building components of the Plan and outlines basic design techniques used to achieve the goals of the Neighborhood Plan.
- **Chapter 4: Circulation System** discusses the proposed circulation network for the Neighborhood Plan and identifies circulation and traffic improvements that will be needed to serve the development.
- **Chapter 5: Residential Design Guidelines** provides the development standards and design guidelines that will guide development of the Brisa Neighborhood.
- **Chapter 6: Implementation** details the steps that will be taken in conjunction with this Neighborhood Plan to assure development of the Brisa Neighborhood consistent with the General Plan.

2 Existing Conditions

This chapter examines the existing setting in and around the Brisa site, including land uses, relevant Livermore General Plan and Zoning designations, public transportation opportunities and environmental constraints.

A partial view of the Brisa site to the northeast from Vasco Road, including Brushy Peak at the far left.

Figure 2-1

A. Site Characteristics

As shown in Figure 2-1, the Brisa site consists of four separate parcels bisected by Brisa Street. Currently Brisa Street is an easement owned by the Edward S. Ageno Trust. The parcels north of Brisa Street comprise approximately 19.0 acres and the parcels south of Brisa Street contain approximately 18.5 acres, resulting in a project area of approximately 37.5 acres. Vasco Road forms the western boundary of both parcels. Existing light industrial and warehousing operations are found to the north and east of the site. A UPRR spur forms the northern boundary of the northern parcel while a UPRR line that is also used by ACE forms the southern boundary of the southern parcel.

Both parcels are vacant and neither contains any improvements of note. Scrub brush and grasses are found on both parcels and both are almost entirely flat. Along the western edge of the southern parcel, however, Vasco Road rises steeply in order to cross over the UPRR tracks. The toe-of-slope for this overpass is within the Vasco Road right-of-way. Views of the Altamont Pass hills and Brushy Peak are visible looking east from the site.

B. Public Policy

This section provides an overview of some of the existing City policies that guide development on the Brisa site.

1. General Plan Land Use Designation

The City of Livermore's 2003 General Plan anticipates infill development on two specific sites on the east side of the City through the conversion of industrial lands to residential neighborhoods. One of these locations is the Brisa site. Since the site is surrounded by existing industrial land uses and is adjacent to a transit facility, the 2003 General Plan Steering Committee recommended that the site be redesignated to accommodate either industrial development or Urban High Residential Category 3 (UH-3) development. The Committee further recommended that if the latter designation were to be applied, as is the case with the Brisa Neighborhood Plan, proposed residential development would be subject to the preparation of a detailed Neighborhood Plan. This document responds to that requirement.

The Brisa site was identified in the City's 2003 General Plan as an opportunity for high-quality residential infill development, such as this existing Livermore neighborhood.

2. Zoning

The Brisa site zoning is High-Intensity Industrial with a Transfer of Development Credit (TDC) site designation. This means that the site is subject to the provisions of the City's TDC Ordinance when developed for residential uses. Additionally, in order for the site to be developed for residential purposes, a rezoning to one of two districts is required:

- A TDC Zoning District, which implements the residential zoning district that corresponds to the site's General Plan designation.
- A Planned Development District (PD), which incorporates all provisions of the corresponding TDC receiving area General Plan designation as well as the TDC Ordinance requirements.

The UH-3 General Plan designation permits a density range of 14-18 dwelling units per acre. Housing types such as townhouses, garden apartments and courtyard apartments are typical under this designation.

Sites under the UH-3 designation are intended to provide housing opportunities for all income groups in the community, including affordable housing. Residential development must be consistent with the requirements of the City's Inclusionary Housing Ordinance, which currently specifies that 15 percent of the proposed residential units must be reserved for sale or rent at a price affordable to low and moderate-income households. The ordinance also specifies that these units must be comparable in appearance and quality to the remaining units in the project.

In order to develop at the residential density prescribed by the General Plan for these sites, potential developers must submit (1) two TDC's for each single-family detached dwelling, and (2) one-half TDC for each multi-family attached dwelling. For purposes of TDC fee applicability, an "attached" dwelling is one that shares 50 percent or more of a common wall.

Once the TDC option is used on any parcel within either of the two denoted Neighborhood Plan areas, any future proposal to develop at the baseline industrial designation on any parcel on either of these sites would require discretionary approval of a Major Conditional Use Permit.

Well-designed landscaping helps buffer noise from adjacent uses.

3. Noise Regulations

Livermore's General Plan requires that habitable buildings be located at least 100 feet from the centerline of railroad tracks, whenever feasible. Additionally, an interior noise level of up to 45 decibels (dBA), with windows closed, must not be exceeded. If habitable buildings are located within 100 feet from the centerline of the tracks, the developer must provide a study demonstrating that ground-borne vibration issues associated with rail operations have been adequately addressed through careful siting of buildings and/or appropriate construction methods.

4. Livermore Area Recreation and Park District (LARPD)

The City's General Plan Land Use Map includes a "floating" designation for a park on the Brisa site, indicating a potential need for a park or open space within the general vicinity of the proposed project site, based on anticipated growth. The Design Team met with representatives of the LARPD at which time the agency decided not to require a park to be constructed on the site. Nonetheless, the Brisa Neighborhood Plan does incorporate nearly three and a half acres of smaller neighborhood parks, over two acres of trail networks, and more than ten acres of other publicly-accessible open space to serve the needs of the neighborhood's residents.

The Brisa Neighborhood will include neighborhood parks that will be used as gathering places for all all age groups and members of the Livermore community.

5. Livermore Valley Joint Unified School District (LVJUSD)

The City's General Plan Land Use Map includes a "floating" designation for a school on the Brisa site, indicating the potential need for a school within the general vicinity of the proposed project site, based on anticipated growth. However, the LVJUSD has indicated a new school is not necessary to serve existing and future enrollment.

Compatibility between the Brisa Neighborhood and the surrounding light industrial uses is an important feature of the Neighborhood Plan.

C. Existing Land Use

This section provides a summary of the existing uses both on the site and in the vicinity of the site.

1. Brisa Site

As previously noted, the site is located in a section of Livermore that features extensive light industrial and warehousing facilities. Except for the Brisa Street right-of-way that bisects the site, all 37.5 acres are currently vacant.

2. Adjacent Uses

The neighboring uses are mostly industrial/warehousing. Specifically, there are industrial uses adjacent to the Plan Area along the eastern boundary. Compatibility with these surrounding industrial uses is achieved in the site design through the use of landscape buffers and street networks that separate these elements from the residential components of the Brisa Neighborhood Plan area.

Union Pacific Railroad Compnay (UP) operates an industrial spur line abutting the project area on the north, and the Oakland Subdivision main line on the tracks adjacent to the southern boundary of the ACE parking facility. The industrial spur line serves some of the adjacent industrial uses. The southern line is utilized by ACE and freight trains.

The Brisa site is surrounded predominantly by light industrial uses.

3. Existing Street Network

The existing roadway network for the Plan Area is shown in Figure 2-2. Vasco Road runs north-south along the western edge of the site. It is a major circulation route through east Livermore and is classified as a major street in the City of Livermore's General Plan Circulation Element. Major streets typically have four to six lanes and are divided. They interconnect with collector and local streets at controlled intersections. Direct access is limited to essential driveways, which must be located away from intersections. Vasco Road has sidewalks and bike lanes in both directions.

The Neighborhood Plan Area is bisected by Brisa Street, which provides access to the industrial businesses east of the Plan Area and connects to National Drive and then Greenville Road, which is also classified as a major street. Brisa Street has no sidewalks or bike lanes in either direction. Other major streets in the Plan Area's vicinity include Patterson Pass Road to the south and Las Positas Road to the north.

Figure 2-2

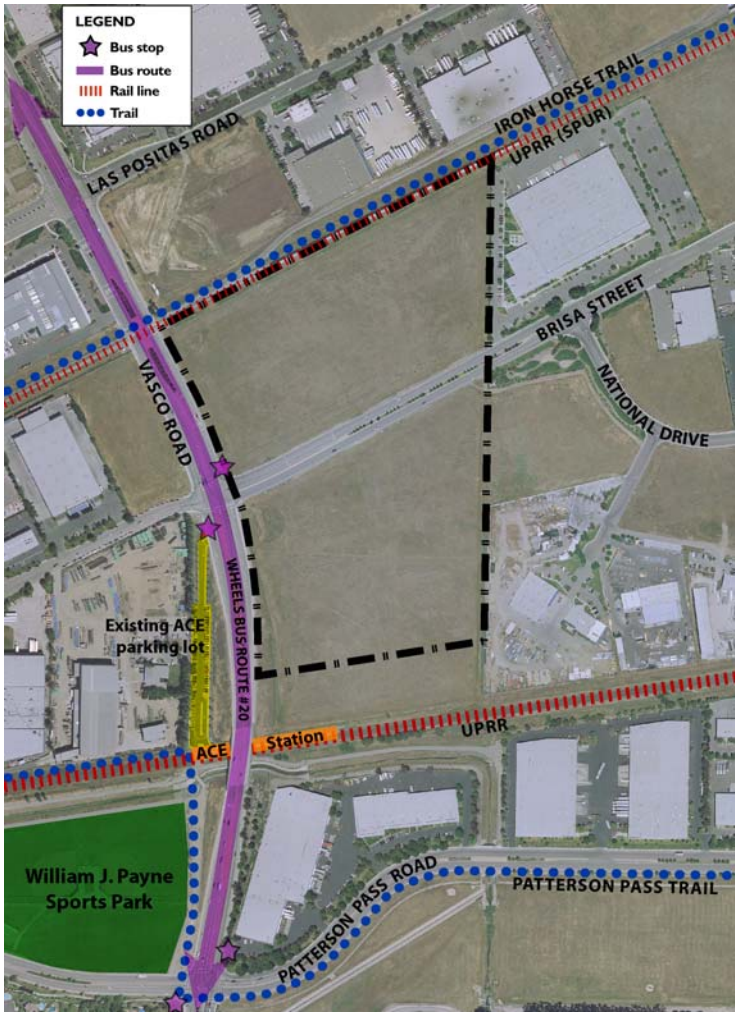


Figure 2-3

4. William J. "Bill" Payne Sports Park

Bill Payne Park is a 14-acre neighborhood and special use park with two baseball fields, a soccer field and a BMX course. As shown in Figure 2-3, it lies southwest of the Brisa site across the UPRR corridor and the elevated Vasco Road over-crossing.

View of Bill Payne Sports Park from Vasco Road.

5. Patterson Pass and Iron Horse Trails

Figure 2-3 also shows the two trail alignments in the vicinity of the Brisa site. The Patterson Pass Trail will run just north of the Bill Payne Sports Park along the UPRR right-of-way west of the site. Proceeding eastward, the trail will run south along Vasco Road until it meets the south side of Patterson Pass Road, along which it will continue to run eastward. This trail will provide a direct connection between residential areas along Patterson Pass Road, the ACE passenger rail platform, Bill Payne Sports Park and employment centers along Patterson Pass Road. The Iron Horse Trail will run along the north side of the UPRR spur right-of-way through the entire length of Livermore, connecting the Brisa site to the greater Livermore area.

The Brisa Neighborhood will be linked to the Iron Horse and Patterson Pass trails, providing recreational amenities and safe connections to the greater Livermore area.

D. Existing Public Transportation

Figure 2-3 illustrates existing bus and passenger rail services adjacent to the Brisa site.

1. ACE Train Facility

ACE trains operate between San Joaquin County and Santa Clara County. There are two ACE train stations in the City of Livermore, one at the Brisa site with a parking facility accessed from Vasco Road, and the other in downtown Livermore. The passenger platform adjacent to the Brisa Neighborhood is currently accessible via a pedestrian walkway that links the platform to the 65-space parking lot on the west side of Vasco Road.

2. The Livermore/Amador Valley Transit Authority (LAVTA)

The Livermore/Amador Valley Transit Authority (LAVTA) provides bus service (WHEELS) throughout the cities of Livermore, Pleasanton, and Dublin. One of the main fixed routes, Route 20, runs from the Dublin/Pleasanton BART station to the Lawrence Livermore Labs and includes two bus stops within close proximity of the Brisa site: one at the intersection of Patterson Pass Road and Vasco Road, and the other at the intersection of Brisa Street and Vasco Road.

View from the commuter parking lot on the west side of Vasco Road toward the underpass leading to the ACE platform.

E. Environmental Constraints and Biological Resources

This section briefly addresses environmental and biological issues that were studied during development of the Neighborhood Plan.

1. Biological Resources

The State of California maintains a Natural Diversity Database (CNDDB) which identifies sensitive plant and animal communities throughout the state. According to a September 2005 Biological Analysis prepared for the site, no special status species listed as rare, threatened, or endangered by the US Fish and Wildlife Service or by the State of California are present on the site. Due to regular disking of the property, it is unsuitable for many of the special status plant and animal species that have the potential to occur in the site vicinity.

The Biological Analysis includes pre-grading and construction survey recommendations that will be incorporated into mitigation measures and conditions of approval for the future development entitlements.

2. Hazardous Materials

The State of California's Department of Toxic Substances Control (DTSC) maintains a database of contaminated sites throughout the state. According to a search of DTSC's EnviroStor database conducted in September, 2006, there are no contaminated sites on the subject properties. The closest identified contaminated site is on the Lawrence Livermore Labs property, approximately one-third of a mile to the south of the subject site. Subsequent environmental site assessments confirm that there are no contaminated sites on the subject properties.

3 Neighborhood Concept Plan

This chapter provides a discussion and illustrates the primary components of the Brisa Neighborhood Plan. These Plan components have been developed to implement the Purpose Statement and Neighborhood Plan goals provided in Chapter 1. Circulation elements of the Neighborhood Plan will be covered in Chapter 4 and design guidelines are discussed in Chapter 5.

The site with ACE platform in foreground and hills, including Brushy Peak, in the background.

Figure 3-1 Illustrative Site Plan

A. The Brisa Neighborhood

As noted in Chapter 1, the neighborhood envisioned in the Plan would be urban infill development, thus avoiding sprawl on greenfield sites. The vacant 37.5-acre Brisa site will be transformed into a new residential community with a variety of housing types, as shown in Figure 3-1. The Neighborhood Plan promotes the development of a comprehensively-planned and interconnected transit-oriented community with well-designed buildings that front pedestrian-scaled streets and neighborhood parks. The Plan provides a pathway network that connects the internal neighborhood elements as well as the adjacent land uses and regional trail networks.

B. Description of Illustrative Plan

This section discusses the Illustrative Plan's comprehensive neighborhood design elements including parks and linear open space, transit access, entries and view corridors. The variety of housing types proposed in the Neighborhood Plan are discussed in Section C.

1. Residential Neighborhood

Although the neighborhood is divided into two sections by Brisa Street, the Plan utilizes many strategies such as a connected entries, pathways and view corridors to unify the northern and southern components into a cohesive transit-oriented community. By providing four unique housing development types, the neighborhood will have varying densities and building types to activate the urban open spaces and public streets. The Neighborhood Concept Plan shows 510 units, creating a walkable urban neighborhood on the Brisa site.

2. Parks and Linear Open Space

The neighborhood parks and linear open space network are two of the major amenities for the new neighborhood as shown in Figure 3-2. The integration of these amenities into the fabric of the Plan Area will afford residents easy access to the neighborhood and nearby parks, ACE train platform and commercial services without total dependence upon cars to reach destinations. The neighborhood parks are integrated into the Plan Area to facilitate maximum accessibility for residents and to create active recreational spaces. A

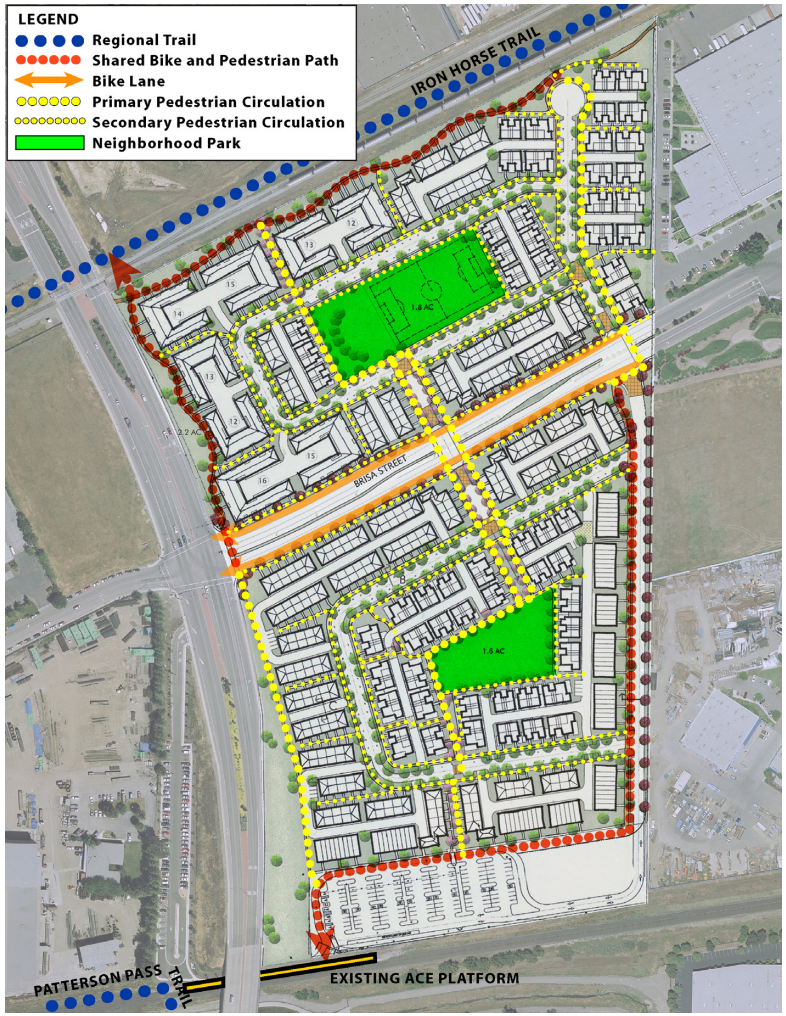


Figure 3-2

Integrated open spaces create a sense of place and benefit all in the community.

neighborhood park is centrally located in both the northern and southern sections of the neighborhood.

The linear open space network provides cross-site and off-site access for residents and neighboring park users. The network is designed to incorporate both bicycle and pedestrian accessibility. There are three primary north-south routes and one east-west path. These paths ultimately connect to the regional Iron Horse and Patterson Pass trails. The east-west path runs along the northern border of the Plan area within a landscaped buffer zone between the residences and the UPRR spur track. This path connects to the Iron Horse Trail at the northwestern corner of the site at the Vasco Road grade crossing. Regarding the three north-south routes, one each runs along the western and eastern borders while the third weaves through the center of the neighborhood, utilizing the street network and path on the perimeter of the neighborhood parks. The path that borders Vasco Road is aligned within a continuously landscaped buffer zone. It is a shared bike and pedestrian path north of Brisa Street and pedestrian-only to the south. The eastern side of the neighborhood will have a continuous path with shared bicycle and pedestrian usage along the ACE parking facility road.

Integrating recreational trails into neighborhoods helps link residents to the larger community.

Neighborhood playgrounds are important community focal points and gathering places.

3. Transit Accessibility

The ACE Station is located along the southern boundary of the Plan Area adjacent to a surface parking area that will be built in two phases. As shown in Figure 3-3, the ACE parking access road provides user access to the parking facilities without generating cross-through traffic in the neighborhood. This is a strategic element of the Neighborhood Plan that increases safety in the neighborhood while facilitating accessibility to the ACE parking area.

The existing ACE parking facility west of Vasco Road.

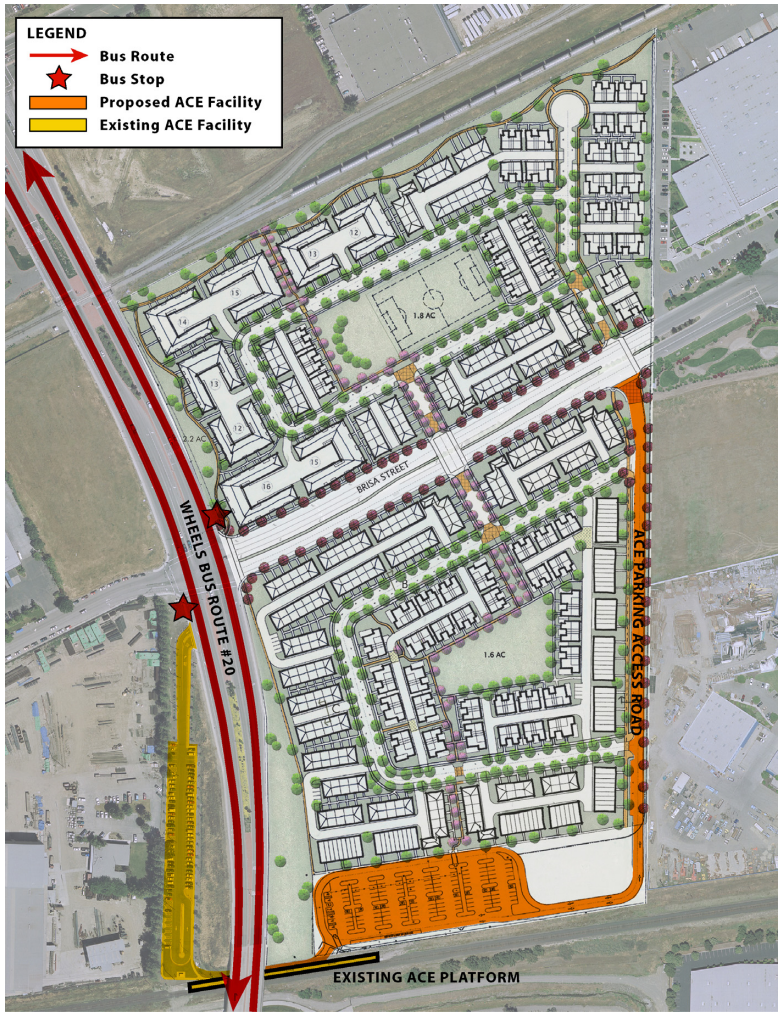
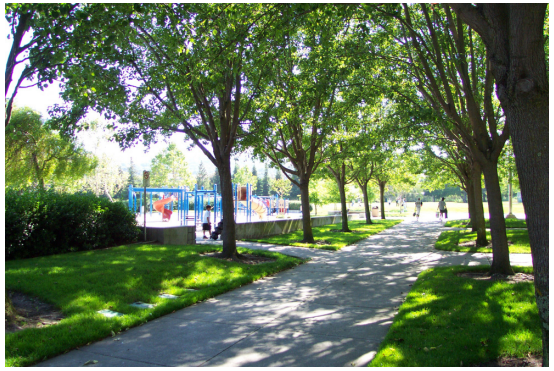


Figure 3-3

Parking areas will be both attractive and safe for pedestrian and vehicle circulation.

The proposed ACE parking lot will accommodate up to 300 vehicles at build-out including the existing facility west of Vasco Road. The two parking lots will be connected via a two-way roadway and sidewalk underneath the Vasco Road overpass. With the addition of the new ACE parking lot, the existing rail platform will be extended and the first phase of the new parking facility will provide passenger drop-off areas. The proposed parking lot will be accessible to buses, with 24-foot-wide lanes and appropriate turning radii.



Terminating view corridor into a neighborhood park.

4. Entries and View Corridors

As noted above, the primary vehicular access to the north and south sections of the neighborhood is located on Brisa Street at a future signalized intersection approximately midway between Vasco Road and the eastern edge of the site, as shown in Figure 3-4. This location permits a single "gateway" into the neighborhood with a view corridor into both the north and south sections that unites the two sections into a single neighborhood with bicycle and pedestrian paths. The views that are created along this corridor, as shown in Figure 3-4, will enhance the pedestrian-friendly, park-centered neighborhoods and will be terminated by landscape focal points, architecturally-enhanced residential facades and park structures.

Figure 3-4

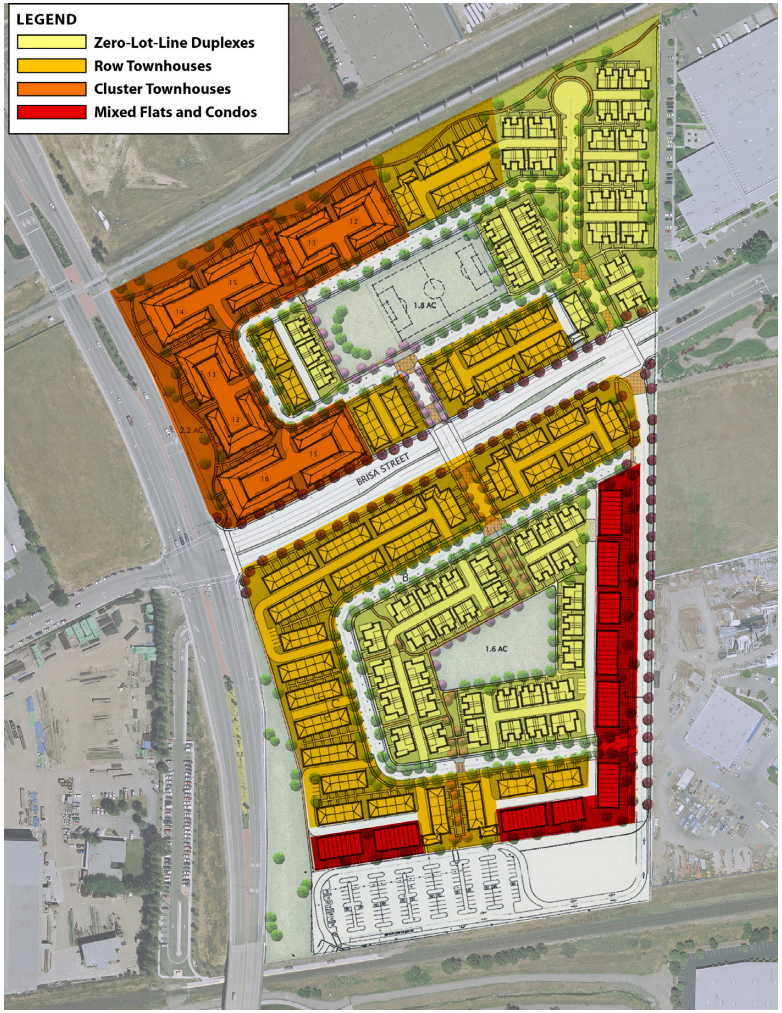


Figure 3-5

C. *Residential Development Prototypes*

Through the collaborative process described in Chapter 1, the Brisa Neighborhood Plan evolved to a site plan that features four residential product types, as shown in Figure 3-5. This range of residential buildings will provide a variety of square footages and number of bedrooms, enabling the Brisa Neighborhood to be a visually complex neighborhood rather than a monotonal subdivision. The variety of housing types will also create housing opportunities for a range of residents and income levels, which can contribute to a more diverse neighborhood.

Each of the housing types will be required to address the pedestrian-friendly street system or one of the open spaces. This urban presence will be facilitated with a system of alley-loaded garages that will enable the buildings to front onto the neighborhood parks or streets, thereby creating an active public realm. All aspects of the building, neighborhood and service area design will conform to the standards and guidelines provided in Chapter 5, Residential Design Guidelines.

The Brisa neighborhood will feature a variety of residential product types.

1. Zero-lot-line Duplexes

This family-oriented housing type is developed at a density range of approximately 14 to 15 dwelling units per acre (du/ac). The duplexes are two-story structures which combine two attached units along a common wall. Each unit has an individual ground floor front patio that opens onto a residential street, a neighborhood park or common open space for convenient access. Parking for the units is accessed via an alley.

2. Row Townhouses

This housing type is developed at a range of approximately 16 to 18 du/ac. It is a three-story ground level walk-up with parking access provided via an alley. Row Townhouses will be distributed throughout the site in order to reinforce the image of a residential community.

Zero lot-line duplexes.

Row Townhouses.

3. Cluster Townhouses
This housing type is developed at a density range of approximately 22 to 25 du/ac and, at three stories, is very similar to a Row Townhouse. Cluster Townhouses, however, are built in a "U"-shaped configuration that creates an interior court for parking access and allows for front entries that access streets, trails or common open space. Cluster Townhouses will be used to physically and visually terminate alleys and to buffer the interior of the Plan Area from South Vasco Road.

4. Mixed Flats and Condos
This is the tallest housing type and features a four-story structure. It is comprised of a module of one ground level flat with two condominium units built side-by-side above that flat. These modules can be configured into buildings of 6 or 9 dwelling units each. This housing type provides the highest density in the Brisa Neighborhood at approximately 30 to 35 du/ac.

Cluster Townhouses surrounding an interior court.


4-story mixed flats and condos.

Garage access via rear alleys.

Each housing type has a different massing and design quality, thereby creating an architecturally diverse neighborhood. Due to the variation of products there will be an array of densities from 14 du/ac to 35 du/ac. This provides a variably-scaled neighborhood of 510 homes that has an overall density of about 14 to 15 du/ac. The locations of the various product types shown in the Illustrative Plan are intended to allow each specific housing type to take advantage of its specific location. For example, the mixed flats and condos are aligned along the southern edge of the neighborhood to promote an active frontage along the ACE parking facility by which the "watchful-eyes" of the residents can provide increased surveillance of the parking lot. As shown in the Illustrative Plan, over half of the dwelling units front directly onto open space, buffers or other green spaces, allowing for greater visibility of these areas.

D. Compatibility with Surrounding Uses

This section discusses the ways in which Neighborhood Plan development will tie into the adjacent industrial fabric. In order to promote the development of a desirable residential, urban, transit-oriented neighborhood in proximity to light industrial uses, railroad tracks and vehicular arterials, the Plan prescribes a range of landscape buffers, building orientations and other design solutions.

1. Brisa Street Frontage

The buildings along this corridor will be required to create a strong urban edge. Building orientation and the location of main entries will create an attractive frontage on Brisa Street with doorways and facades that address the street. These treatments, along with a landscaped median, will make Brisa Street into an attractive urban boulevard that transitions to the neighboring non-residential uses east of the site.

Strong architectural relationship to streets.

2. Industrial Properties East of the Brisa Neighborhood

Light industrial uses are situated along the eastern border of the Plan Area. Due to the potential noise and visual impact of these properties upon the residential neighborhood, a landscaped buffer will be developed between the eastern site boundary and ACE parking access street. This street will have a shared bicycle and pedestrian path fronting the residences so that the distance between the front façade of the homes and the eastern boundary is in excess of 70 feet. North of Brisa Street, the street and housing layout will be oriented perpendicular to the neighboring light industrial uses, focusing attention upon the linear open space network.

3. Industrial Properties North of the Brisa Neighborhood

Along the northern border of the Plan Area is a UPRR spur with light industrial uses beyond. Due to the potential noise and visual impact of the rail line on the residential neighborhood, a minimum 100-foot setback from the centerline of the tracks has been maintained. Along the northern edge of the neighborhood, a shared bicycle and pedestrian path with a broad landscaped buffer will minimize the impacts of these neighboring uses and create access for the neighborhood to Vasco Road and the Iron Horse Trail alignment north of the UPRR spur.

This landscaped pathway creates a buffer from adjacent uses.

4. UPRR Spur Line North of the Brisa Neighborhood and UPRR Main Line and ACE Station South of the Brisa Neighborhood

Activities on the Union Pacific rail lines represent potential sources of noise, ground-borne vibration, and occasional mechanical odor to the Brisa Neighborhoods. Pedestrian safety and trespassing represent additional issues when locating residential uses near active rail lines.

The Illustrative Site Plan initially responds to these land use compatibility issues with large setbacks. Units are set back from the centerline of the northern rail line over 100 feet, and over 200 feet from the southern rail line right-of-way.

Consistent with the 2003 General Plan Noise Element, the City shall require the preparation of a noise and ground-borne vibration study prepared by a professional acoustical engineer to provide a technical analysis and to design mitigation measures to attenuate noise and ground-borne vibration to acceptable levels.

Additional measures to increase land use compatibility may include: continuous sound walls and/or trespass barriers along the northern and southern boundaries; covenants on future residential deeds acknowledging and consenting to railroad activity and the intermittent noise, vibration, odor, and other effects reasonably resulting from the close proximity of the neighborhood to active rail lines; disclosure of the covenant at the time of property transfer; vibration trenches, noise insulation of occupied structures on the site; air conditioning and air filtration systems to reduce noise and odor impacts; education; improved signs, signals, gates and pavement markings at at-grade crossings, and/or a funding mechanism to help maintain such facilities; appointment of an information officer to field complaints, if any, related to train activity; and addition of Section 1008 signs in appropriate locations.

The ACE platform and Vasco Road overpass, viewed eastward from the west side of Vasco Road.

5. Buildings Adjacent to Vasco Road

To emphasize the residential character of this new neighborhood, the Plan orients buildings such that they front Vasco Road, creating a highly-visible urban residential edge. This site planning solution is an important aspect in of the creation of a handsome frontage on Vasco Road rather than an uninspiring view of alleys, garage doors, trash enclosures and soundwalls.

Well-integrated water run-off systems.

E. Infrastructure

This section discusses infrastructure issues related to water, sanitary sewer and stormwater facilities in support of development proposed by the Brisa Neighborhood Plan.

1. Water

The existing facilities in the Plan Area have been determined by City staff to provide adequate capacity to accommodate development associated with the Plan's proposed density.

2. Stormwater

The City of Livermore Community Development department has reported that adjacent to and downstream from the Brisa Neighborhood site, the City's existing stormwater drainage facilities are at capacity. Therefore, development on the Brisa Neighborhood site will require that run-off associated with new development be mitigated on site or that development be contingent upon upgrades to the City's facilities. The

City and property owner will explore alternatives and design solutions to meet Clean Water Act provisions.

Stormwater treatment should be integrated into the site through the disconnection of rain gutters, creation of swales, flush landscape medians and islands and utilization of parks and open spaces for detention in order to meet Regional Water Quality Control Board requirements. If neighborhood parks are utilized for stormwater treatment and/or detention, then they must drain within 48 hours under normal circumstances.

3. Sewer

The City of Livermore Community Development Department has reported that downstream from the Brisa Neighborhood Plan site the City's existing sewer facilities have a bottleneck that is at capacity. The City has programmed a Capital Improvement Project in 2007 to correct this deficiency.

F. Brisa Neighborhood Plan Flexibility

As noted in the Purpose Statement and Plan goals detailed in Chapter 1, it is the intention of this Neighborhood Plan to facilitate development of a well-designed urban neighborhood that takes advantage of the regional amenity provided by the ACE Station as well as the convenient access to I-580. As described in earlier parts of this chapter, four residential products, each with a different development intensity and architectural character, are proposed in this Plan. A coordinated circulation network for vehicles, pedestrians and bicycles has been designed to work in unison with the diverse residential development. The circulation network shown in the Neighborhood Illustrative Plan is described in further detail in the following chapter.

In order to allow for some flexibility in the development of the Brisa Neighborhood while assuring that future development remains true to the spirit of the Neighborhood Plan, Table 3-1 clarifies the degree to which flexibility exists for Specific Plan components. Following each element are two categories: those elements of the Neighborhood Plan that should remain relatively fixed and those elements that are more flexible. The former are intended to be implemented as illustrated in the Plan while those that are flexible might be implemented with some degree of variation from what is illustrated and described in this Neighborhood Plan.

TABLE 3-1 **FIXED AND FLEXIBLE NEIGHBORHOOD PLAN ELEMENTS**

Plan Element	Fixed	Flexible
Dwelling units	♦ Maximum number of dwelling units ♦ Minimum number of dwelling units (no less than 70% of the maximum) ♦ Minimum number of development prototypes	♦ Distribution of development prototypes ♦ Orientation of dwelling units (except no dwelling units will be permitted to back onto an adjoining street)
Streets	♦ Design standards ♦ General circulation system layout (including entry and collector streets, streets connecting properties within a subarea, general street orientation, and proportion of streets that are single-loaded adjacent to open space or provide access to open space)	♦ Precise street layout (including location, block length, angle of intersection, etc.) ♦ Precise layout of alleys and pedestrian connections ♦ Precise location of trash enclosures, mailboxes and utility infrastructure, pending adherence with development standards and guidelines
Parks and Open Space	♦ Amount of park space and other open space ♦ Minimum one neighborhood park on each side of Brisa Street ♦ General distribution of open space ♦ Connections between open space areas	♦ Precise configuration of park space and other open space ♦ Configuration of connections between parks and open space ♦ Open space programming and design (i.e. use and character)
Trail Network	♦ Design standards ♦ General corridor alignment adjacent to northern rail alignment ♦ Entire length of northern site boundary	♦ Precise trail and corridor alignment ♦ Development character

4 Circulation System

The Neighborhood Plan provides a comprehensive circulation system for new streets, bike lanes, pedestrian paths and multi-use trails, along with some changes to existing roadways, as shown in Figure 4-1.

A. Street Network

In the proposed Neighborhood Plan, Brisa Street provides all access points into the site. The primary entry to both the north and south neighborhoods is located approximately 500 feet east of Vasco Road on Brisa Street. Along the eastern edge of the Plan Area is a second set of entrances into both the northern and southern neighborhoods. The southern entry at this location will also provide access to the ACE Station parking facility and supporting bus services.

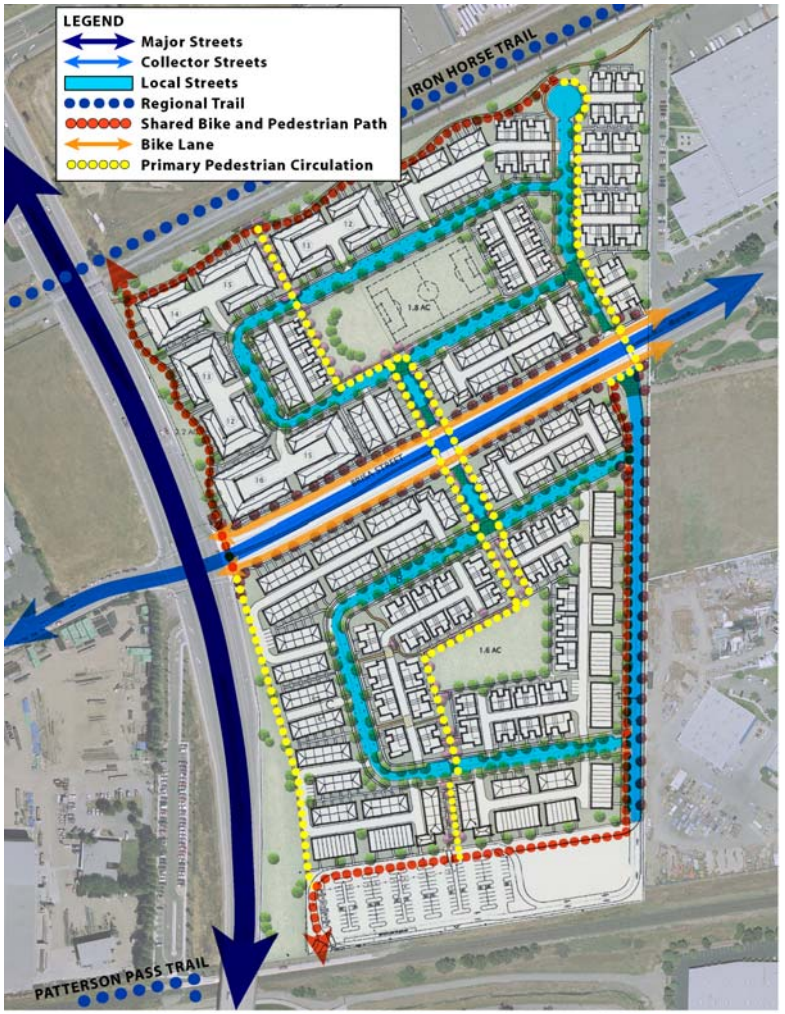


Figure 4-1

Figure 4-2

1. Street Descriptions and Cross Sections

The primary entry to both the northern and southern sections is located east of Vasco Road at the approximate center of the Plan Area. The street network for the Plan Area contains two types of streets, as shown in Figure 4-2. The locations of the alleys are also shown in Figure 4-2. The two street types differ slightly in their respective cross-sections since one type includes a shared bicycle and pedestrian path along its only side of residential use while the other type has sidewalks along both sides of

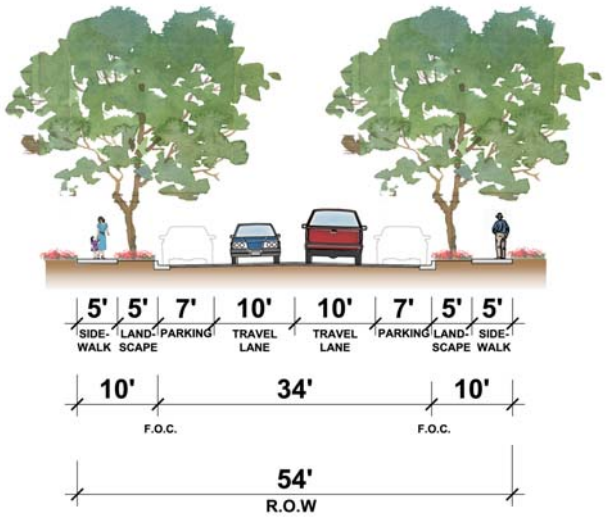


Figure 4-3, Cross-section through typical residential street.

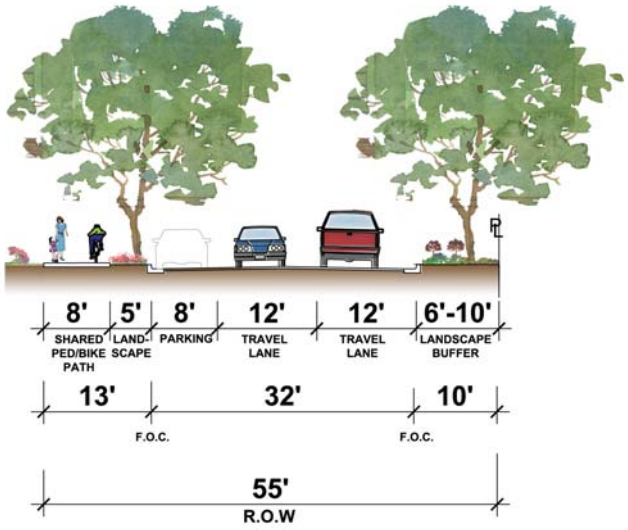


Figure 4-4, Cross-section through ACE access street.

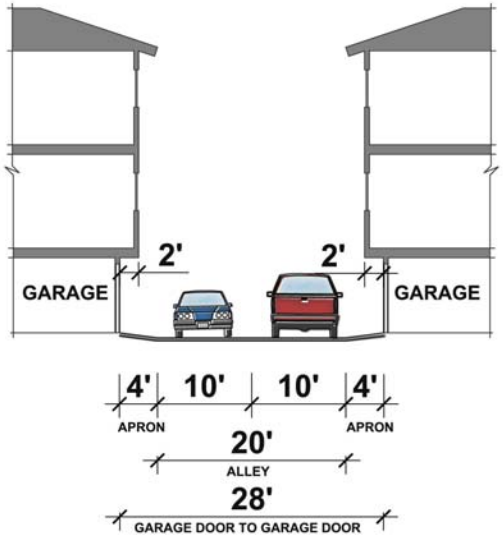


Figure 4-5, Cross-section through typical alley.

its residential uses. In Figure 4-3, the typical neighborhood street cross-section is shown, illustrating a 54-foot right–of-way with a five-foot sidewalk, five-foot landscaping strip, seven-foot parking lane and a ten-foot travel lane on each side of the street. In Figure 4-4, a cross section for the ACE parking access street is shown, illustrating a 55-foot right–of-way with a 12-foot travel lane in each direction. The side of the street adjacent to the residences will have an eight-foot parking lane, five-foot landscaping strip and an eight-foot shared pedestrian and bicycle path permitting direct north-south access to the ACE station. Figure 4-5 illustrates a typical section through an alley with a 28-foot distance between garage doors. This configuration permits a ten-foot lane in each direction with a four-foot apron on each side. Alleys are designed to facilitate garage entries and allow for residential units to front onto streets and green spaces.

Figure 4-6

2. Parking Areas

All housing units in the Plan Area have rear garages and all public streets will include on-street parking. Parking lanes are generally provided on both sides of streets. In addition to this on-street parking, there are pockets of parking bays along alleys, as shown in Figure 4-6. Total guest parking for the Plan Area will meet the City of Livermore's requirement of one guest parking space for every four units. This requirement will be met by combining the spaces provided by both the alley parking stalls and the on-street spaces. The ACE parking lot is for use by ACE commuters using the transit facility.

3. Emergency and Neighborhood Services

All streets and alleys in the Plan Area will conform to City standards for emergency vehicles and the requirements for the maneuvering of garbage and recycling vehicles. The locations, access points and construction of garbage and recycling enclosures are subject to the development standards and design guidelines provided in Chapter 5.

4. Improvements on Vasco Road and Brisa Street

Future City plans call for the Vasco Road overpass to be widened in order to accommodate higher traffic volumes. Public improvements foreseen on Brisa Street related to the development envisioned in this Plan include new traffic signals at both entry points into the north and south portions of the Plan Area. These intersections will be full access intersections in all directions of traffic. Brisa Street will also have curbs and sidewalks installed in coordination with future development. Although bike lanes are planned for Brisa Street, there will not be on-street parking. Circulation, street width and other planned traffic-related issues on Brisa Street are based on preliminary traffic studies. Additional traffic analysis will be conducted during the development approval process.

B. Pedestrian and Bicycle Access

The Iron Horse trail adjacent to the Plan Area has been planned and is intended to be built at a future date. As shown in Figure 4-1, many links to the surrounding uses, including future regional trail opportunities, are provided in the Plan Area. The convenient access by all residential units to one or more segments of the trail network will promote cross-site and off-site access for residents and neighboring users. The trail south of Brisa Street immediately adjacent to the Vasco Road right-of-way is constrained by its location and the future Vasco Road overpass. It will therefore be only wide enough to accommodate pedestrians.

Attractive pedestrian and bicycle paths.

5 Design Standards and Guidelines

This chapter contains the design standards and guidelines for development in the Brisa Neighborhood Plan Area. These Standards and Guidelines are excerpted from the City of Livermore's *Design Standards and Guidelines*. Applicants should discuss specific zoning code requirements with the Community Development Department. Please refer to the Livermore Planning and Zoning Code and the City of Livermore Standard Details, Standard Specifications and the Development Plan Check and Procedures Manual.

The design guidelines contain language that reflects the following principles:

"Shall" or **"Must"** indicates a design standard and means that conformance is mandatory.

"Should" or **"Strongly Encouraged"** means the guideline is intended to be a recommendation about how to implement the goals of the *Design Standards and Guidelines*. Projects must be consistent with the guidelines in order to be recommended for project approval. However, alternative design approaches which achieve the goal of the Design Guidelines may also be considered by the decision making body.

The standards and guidelines contained in this document are focused on design. This document is not intended to provide a listing of all City standards or requirements. Applicants should also refer to the City of Livermore General Plan, the Livermore Planning and Zoning Code, City of Livermore Standard Details, City of Livermore Standard Specifications, the City of Livermore Municipal Code, the Plan Check and Procedures Manual, the Water Efficient Landscape Ordinance and related documents. Where any conflict arises, the City codes and standards listed above will supercede these Design Guidelines.

The Design Standards and Guidelines are intended to contribute to a consistent, complete and concise review process in accordance with Chapter 5 of the Zoning Code. The Guidelines are a reference source for project design and review which encourages creativity, flexibility and variety.

A. *Goals*

The following goal statements set forth the basic design intent implicit in the guidelines formulated for the City's residential areas:

1. Guide the development of housing in order to create a stronger sense of community.

2. Provide high quality housing for all sectors of the housing market.

3. Decrease the visual prominence of the automobile and related facilities, such as streets and parking areas, in residential neighborhoods.

4. Encourage greater variety in housing types, development styles, site planning and density mixes in order to provide more diversity and visual interest in the city's residential development, while preserving the city's predominantly single-family residential character.

5. Encourage the development of neighborhoods that provide a high quality living environment and generate civic pride.

6. Encourage a harmonious development pattern that respects and responds to the character of the surrounding built and natural environments.

7. Integrate Green Building techniques, materials and features into the site design, achitecture and landscaping.

B. *Site Planning*

The standards and guidelines in this section are to assist in the appropriate siting of buildings in the residential areas of the City. These standards and guidelines are intended to promote a superior appearance for both single-family and multiple-family residential development.

1. Building Siting and Orientation

Intent: To create residential devlopment that responds to the existing environmental, geographic and topographic conditions in Livermore.

GUIDELINE

1.1.1 Residential layout should preserve existing natural site features such as topography, views and vegetation to enhance the character of the development. Public views of such features should be preserved and incorporated into development proposals.

2. Neighborhood Identity

Intent: To ensure that residential development reinforces a strong community-oriented identity in Livermore's neighborhoods.

2.1 Neighborhood Context

Guidelines

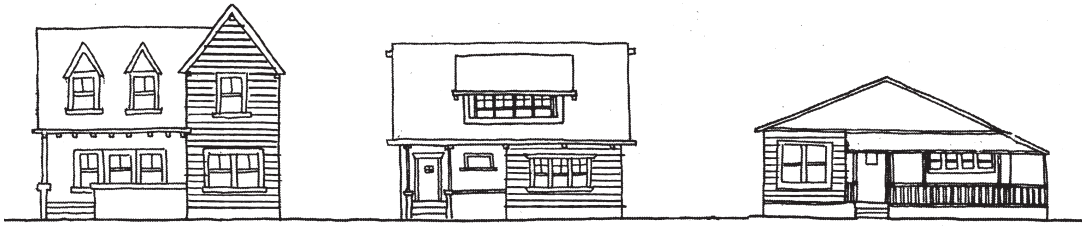
2.1.1 New residential development should provide variety in the City's residential development character than currently exists.

2.1.2 New development should not be so different in character that it is visually incompatible with existing development. Elements that can contribute to the creation of a distinct image include the architecture, street layout and design, landscaping, integration of open space and entry treatment.

2.1.3 New neighborhoods should not try to separate themselves with entry features, but should try to blend seamlessly into the existing "fabric of the city".

2.1.4 Building design should complement surrounding development.

2.1.5 In areas that possess strong existing development character, the building design should respect the predominant characteristics of neighborhood development, such as height, massing, setbacks, materials and architectural style.



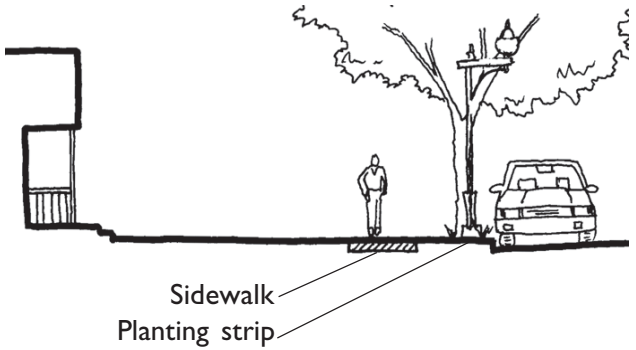
The repeated use of a specific architectural element, such as horizontal wood siding, can create a thematic component that helps to identify a neighborhood.

A strong architectural identity can help to create identifiable neighborhoods.

2.2 Sidewalk Design

GUIDELINE

2.2.1 Planting strips between the sidewalk and the back of the curb are strongly encouraged. They should be a minimum of 5 feet in width.



3. Open Space

Intent: To ensure that community outdoor components of residential development are aesthetically pleasing and promote great outdoor activity.

GUIDELINES

3.1.1 Neighborhood open space should be located to maximize its visual and functional benefits.

3.1.2 Common open space areas should be sited to take advantage of any views out from the site and help preserve views to significant architectural and landscape features within the site.

3.1.3 Neighborhood open space should also tie into citywide open space systems including public parks, the arroyos, bicycle, pedestrian and equestrian pathways.

3.1.4 Open space areas should be used to visually unify a development, link development clusters and provide enhanced pedestrian circulation within the development.

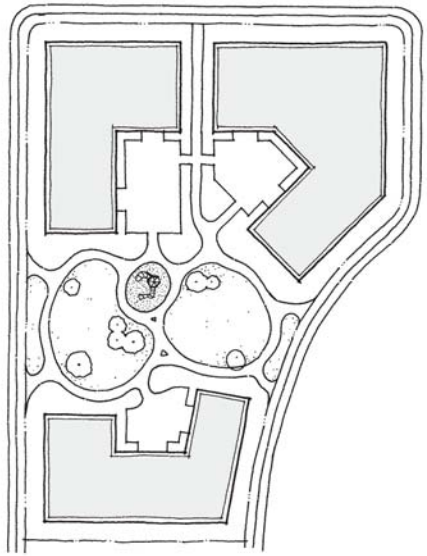
3.1.5 Common open space areas should be readily accessible from all buildings with the maximum number of units possible sited adjacent to the common open space areas.

3.1.6 In addition to the common open space areas, projects should be encouraged to provide each unit with usable private open space. These private spaces should be directly accessible from the unit and large enough to permit outdoor living activities.

3.1.7 The location of all open space areas should take into account climatic factors such as sun orientation and prevailing winds.

Community open space area providing space for human interaction and play.

Community open space functioning as an extension of private open space areas for all units.



Buildings should define street edge and provide enclosure for semi-private community open space.

4. Views and Visual Access

Intent: To ensure that views that are unique and specific to Livermore are preserved from the public areas of residential development.

4.1 Views

GUIDELINES

4.1.1 Views to the hillsides that surround the City are an important visual resource that should be incorporated into the design of a project.

4.1.2 Views from streets and public areas within the project should be considered a community ressource and, to the greatest extent possible, should be preserved and enhanced through sensitive site design.

4.1.3 Buildings and landscaping should preserve, to the greatest extent possible, public views.

4.1.4 Proper placement of structures can be used to focus and frame significant views and screen out elements that are visually less appealing.

4.1.5 Providing views of surrounding open space from the main entry to a project can create a positive first impression of the development as a whole.

4.1.6 Preserving views of surrounding open space and hillsides from open space areas within the project will expand the sense of openness, enhance the visual character of the space, and facilitate greater use of the open space.

Street allows view to distant hills.

4.2 Visual Access

Guideline

4.2.1 Residential development adjacent to designated open space areas should maintain visual access to the open space from public streets and not create a wall of development backing up to the open space areas. Siting techniques to accomplish this include:

- Single-loaded streets with units facing open space areas.
- Creation of breaks in the development pattern through to open space.
- Siting of cul-de-sacs adjacent to linear open space.
- A wide side yard development pattern.

Single-loaded street allows access to open space areas.

5. Parking Guidelines

Intent: To ensure that parking areas do not dominate the views of residential development from public streets and sidewalks.

GUIDELINES

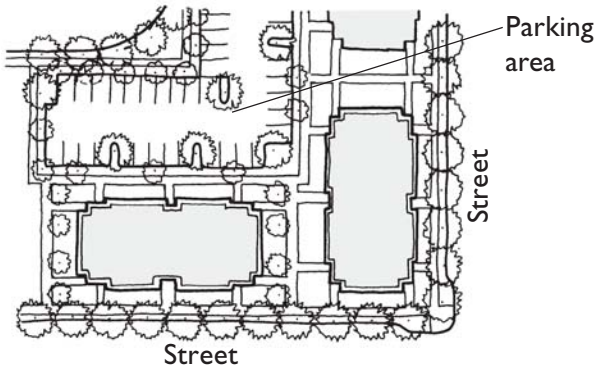
5.1.1 Whenever possible, parking lots should be located behind residential structures, rather than along the primary frontage, to minimize visual impact to the street. Parking lots must be recessed behind the front wall of the building.

5.1.2 Where individual garages are incorporated into projects, common driveways, private streets or alley-loaded access is encouraged. The design of these structures should relate to the primary building.

5.1.3 Within the site, access drives should provide sufficient length to permit vehicle stacking during hours of peak use, without impacting circulation within the parking lot or on the fronting public street.

5.1.4 Flat roofed carports are discouraged.

5.1.5 Garage parking for individual units can include tandem configurations in addition to side-by-side.



Parking is behind residential buildings.

C. Building Design

The standards and guidelines in this section give design guidance for the architectural components of multiple-family residential buildings.

1. Massing and Scale

Intent: To encourage residential development that is scaled to the pedestrian.

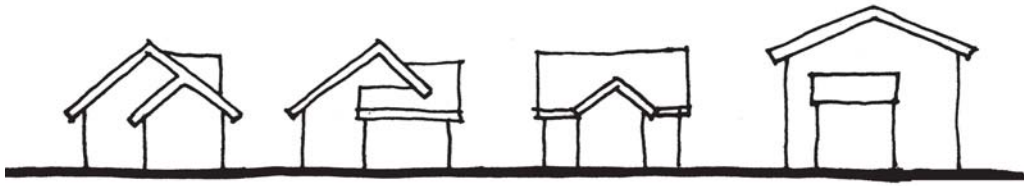
Standards

1.1.1 Open space areas between buildings shall be scaled to the size of the buildings so that the height of buildings does not overwhelm the adjacent space.

1.1.2 The massing of larger residential buildings shall be broken down to convey a sense of "home", and give individuality to each unit that lies within it.

1.1.3 Building massing shall be subdivided into portions or segments compatible with the adjacent residential scale.

1.1.4 Façades of long buildings shall be architecturally subdivided into shorter segments every 25 to 50 feet maximum, using the methods identified in the Guidelines, below.



Variation in roof forms contributes to a more visually rich neighborhood.

Outdoor space and an entry porch are integral components of the residence.

1.1.5 Each vertical module of units shall incorporate architectural features that help to individually distinguish them, such as wall breaks, projections, distinct color schemes and individual roof treatments.

1.1.6 Building massing should be varied by employing a variety of techniques, such as recessed porches, bay windows, dormers and varying planes or setbacks. As appropriate to the style of the house, the roof forms should be varied. Roof forms to be employed include: hipped roofs, gabled roofs, varying roof pitches, side-to-side gables, front-to-back gables or various combinations.

1.1.7 Façade components should correspond to the scale of the human form. This is accomplished by visually breaking up façades into smaller components with elements such as windows, wall insets, balconies, ledges and trim and by stepping-back upper stories.

1.1.8 Façade components should be in proportion to related components, such as the proportion of a column to its base and the width of a column to its height.

Variation in roofline and building volume breaks down the building mass.

Guidelines

1.1.9 Building design should resemble the scale of single-family residential architecture to the degree possible.

1.1.10 Building massing should be legible as individual residences or small groups of units and called out using one or more of the following methods:

- Separate building volumes or façade protrusions
- Window bays or balconies
- Porches and entrance vestibules
- Individual roof volumes and other roof articulation

1.1.11 Building façades should incorporate the following features to architecturally distinguish modules of housing units:

a) Vertical Architectural Features:

- Apply a vertical slot or recess between façade segments with a 6 inch minimum recess depth and a 15 inch minimum width.
- Apply a vertical pilaster between façades with a 3 inch minimum protrusion and a 15 inch minimum width. The maximum horizontal protrusion of pilasters into the public right-of-way should be 6inches.
- Project a part of the building, such as a tower, above the main building volume.

Individual residences are articulated through the use of variation in the massing, recessed balconies, wall breaks and varying roof forms.

b) Building Wall

♦ Vary the offset of portions of the building along the main façade, using elements such as bays or building volumes to create the offset.

♦ Change the color or material of segments across the façade. Material changes should always be accompanied by a change in plane and separated by framing or other means.

c) Individualized Roof Forms

♦ Use individual roof pitches to break up the form. For example, a single building could express individual units through a series of smaller gabled dormers.

♦ Subdivide flat roofs into recognizable segments with shifts in height and cornice treatments at street façades.

1.1.12 The following methods are recommended to break down the building mass of multi-story buildings:

a) Accentuating the ground floor of the building by making it thicker or more substantial visually than upper stories.

b) Using entry porticos and front porches or other articulation at the ground level.

c) Using upper story setbacks or partial indentations for upper story features, such as balconies, outdoor moldings or cornices, to accentuate the horizontal levels of a building.

Individual residences are articulated through the building volumes and entrance areas.

2. Architectural Style

Intent: To ensure that residential design contributes to the overall architectural character of Livermore.

Guidelines

2.1.1 Building design should not be limited to any particular style. However, it should generally be compatible with Livermore's residential development. The authentic implementation of appropriate established architectural styles is encouraged.

2.1.2 Functional design solutions should be employed that are compatible with the surrounding natural and built environments and that contribute to the character and quality of new residential development.

2.1.3 Building elevations should not be replicated across the street from each other or on adjacent parcels.

2.1.4 Contemporary design styles should be considered.

2.1.5 Since the project area is located among industrial development, and not adjacent to residential development with an established architectural indentity, the City may consider alternative styles that meet the Goals of the Design Guidelines and Standards.

3. Façade

Intent: To ensure that residential development relates to the human scale, facilitates opportunities for pedestrian activity on adjoining public streets and contributes to a community-oriented character for residential neighborhoods.

STANDARDS

3.1.1 Facades shall be designed so as to include entries, porches and other architectural elements that relate to the human scale.

3.1.2 Residential entries shall be located on the front façade and shall directly access the sidewalk or street.

3.1.3 Rain gutters shall be designed so as to be of a scale and material that is compatible with the roof and eaves.

GUIDELINES

3.1.4 If the building mass and pattern of windows and doors is complex, simple wall surfaces are recommended. If the building volume and the pattern of wall openings are simple, additional wall texture and articulation should be employed.

3.1.5 High quality materials such as crafted wood, stainless steel, copper and other ornamental metals are highly recommended.

Roof gable ends express individual residential units.

Change in building mass and setback.

3.1.6 Base treatments should be provided, if architecturally appropriate, to visually establish a human scale for passersby.

a) Base treatments should extend around all visible sides of a building.

b) A building base may be created by any of the following treatments:

♦ A visibly thicker and continuous base portion of the wall along the ground where the wall above the base sets back.

♦ A material and/or color change of the base wall relative to the building wall above. The base material should generally be heavier than portions of the building above by employing darker colors and/or more substantive materials.

♦ A horizontal architectural feature at or below the first story mark, such as an intermediate cornice line or protruding horizontal band.

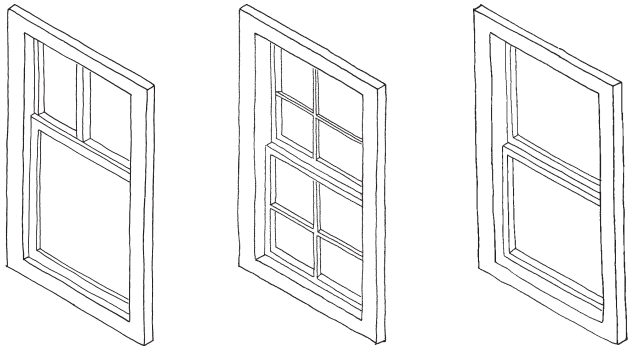
3.1.7 Additional architectural features should be used to create interesting articulated facades such as architectural trim with substantial depth and detail, window boxes, brackets, overhangs, trellises and lattice.

3.1.8 Individual elements must be part of a well-conceived overall design.

Street-facing façade is detailed with trellis, roof overhang, window trim and an overall color palette that enhances architecture.

4. Windows and Doors

Intent: To ensure that openings in the façade contribute to the overall design of the building and promote a relationship to the human scale.



Vertically oriented windows reinforce the human form.

STANDARDS

4.1.1 All windows within a building and across a façade shall be related in design, operating type, proportions and trim.

4.1.2 Windows shall be used as architectural elements that add relief to the façade and wall surface.

4.1.3 Windows shall employ design details, if appropriate to the architecture, such as mullions, to break the scale of the façade into smaller components.

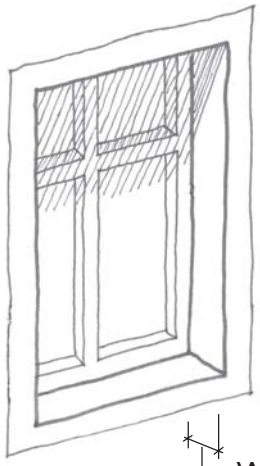
4.1.4 Reflective glazing is prohibited.

GUIDELINES

4.1.5 Windows should be vertically oriented, in order to relate to the human form, unless horizontal windows are appropriate to the style, or are necessary in the particular application.

4.1.6 For attached units, doors should vary from unit to unit, where possible, to further distinguish the individual identity of each residence.

4.1.7 Unifying architectural elements should be used to carry a window pattern across a façade, such as a common sill or header line.
4.1.8 Shaped frames and sills should be used to enhance openings and add additional relief. They should be proportional to the glass area framed, as where a larger window should have thicker framing members.
4.1.9 Unless appropriate to an architectural style, windows should not be flush with walls. Glass should be inset from the exterior wall and/or frame surface to add relief to the wall surface.
4.1.10 If aluminum sliding windows are used, select heavier window products with visually thicker (1.5 inches or greater) extrusions and frame members.
4.1.11 Clear glass is recommended. To add privacy and aesthetic variety to glass, fritted glass, spandrel glass and other decorative treatments are recommended. If tinted glass is to be used, light tints and green, gray or blue hues are recommended.
4.1.12 Low emissivity glass and external shade devices should be used for heat control and an increase in energy efficiency.



5. Porches and Balconies

Intent: To ensure that residential buildings provide transitional spaces between private and public areas.

Guidelines

5.1.1 Front porches are encouraged to facilitate activity in front yards and to provide a semi-public transition zone between the street and the residence.

5.1.2 Porches should be of a sufficient size to provide functional outdoor space.

5.1.3 Upper-story units should have balconies or decks sufficient to accommodate two chairs and a small table.

5.1.4 Larger balconies are encouraged to provide greater usable open space.

Balconies should be of sufficient size to accomodate at least two chairs and a table.

6. Materials

Intent: To ensure that an appropriate range of building materials is used that enhances the quality of residential development.

Standards

6.1.1 A variety of materials shall be used that emphasize a differentiation between the various components of the building.

6.1.2 Gaps between applied materials and the base of the building shall not be visible.

6.1.3 Simulated finishes (e.g. artificial stone using concrete form liners simulating naturalistic lines and shapes such as rubblestone) shall be of a high quality that successfully mimics the natural material.

6.1.4 The combination of materials on a building façade shall be appropriate to its style and design.

Horizontal wood siding.

Guidelines

6.1.5 Materials and detailing should be used on all sides of the building, not just on the front façade.

6.1.6 Natural materials are encouraged.

6.1.7 It is particularly important that the use of materials reflects that of the surrounding development in order to contribute to the cohesive visual character of the area.

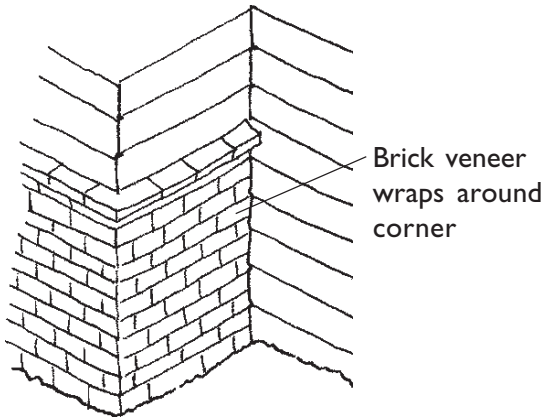
6.1.8 If the building mass and pattern of windows and doors is complex, simple wall surfaces are recommended. If the building volume and the pattern of wall openings are simple, additional wall texture and articulation should be employed.

6.1.9 Materials to be used as the primary cladding on buildings include:

a) Wood - Horizontal sidings such as clapboard and tongue-in-grove, vertical siding such as board and batten and other horizontal sidings such as smaller wood shingles and shakes may be suitable. The larger, more rustic styles of shingles and shakes should not be used. Trim elements should be used, and traditional Craftsman styling such as timber detailing and exposed bracing are recommended. T1-11 siding is prohibited unless done in a board and batten style.

b) Brick – Both yellow and red brick are found in Livermore. Full size brick veneer is preferable to thin brick tile. Brick veneers should be mortared to give the appearance of structural brick. Brick veneer applications should use wrap-around corner and bullnose pieces to minimize a veneer appearance.

c) Stucco or Exterior Insulation and Finish Systems (EIFS) – Stucco, cement plaster or stucco-like finishes such as EIFS are acceptable finishes. Attention should be paid to detail and trim elements for a high quality installation. Highly textured surface textures are not recommended. The pattern of joints should be architecturally coordinated with the overall façade composition, and sealant colors should be coordinated with surface and other building colors.



Materials should not be simple veneers but should return around a façade.

6.1.10 Accent materials may be used to add interest and variety at a more intimate scale, such as along architectural elements such as cornices, or on portions of buildings or walls. Accent materials include wood, stucco and brick, as listed above, as well as:
a) Ceramic tile. Tile should be limited in use to a façade cladding or decorative wall accent material. Grout color should be coordinated with tile and other building colors.
b) Stone and stone veneers. Stone accents should be used only as a base or as a special decorative material.


Stone used to accent the architectural elements columns and base.

Guideline

6.1.11 Profile, corrugated and other sheet, rolled and extruded metal surfaces are acceptable in limited circumstances such as an agricultural theme material, or for live-work structures in a warehouse/industrial style.

7. Colors

Intent: To ensure that residential building colors are compatible with the surrounding built and natural environments.

Guidelines

7.1.1 Exterior building colors should be compatible with the surrounding neighborhood setting and should be in keeping with the geographic and climatic conditions specific to Livermore.

7.1.2 Accent colors should be used to enhance details such as trim.

7.1.3 Primary colors should be limited to accent or trim colors and should generally be compatible with the surrounding neighborhood.

All exterior building colors should be subtle and compatible with the surrounding neighborhood.

8. Roof Design

Intent: To ensure that the design of roofs correlates to the building design as well as climatic conditions specific to Livermore.

8.1 Roof Form

Guidelines

8.1.1 The form, color and texture of the roof should be an integral part of the building design and compatible with both the natural and built settings.

8.1.2 Roofline variations may be used to demarkate primary building entrances.

8.1.3 Flat roofs are generally discouraged unless part of a distinct architectural style.

8.1.4 Eaves should be of a depth that creates shadows on residential façades and that is architecturally evocative of Livermore's rural and agrarian history.

8.1.5 Roof overhangs are encouraged to create shade in hot summer months. Roof overhangs should be detailed as follows:

- Brackets and corbels or other overhang supports are encouraged in order to add a finer level of detail to the building.
- Soffits should be designed as a visible feature and incorporated into the overall architectural design.

Roof designed as part of the building.

Eaves cast shadows on facades.

8.2 Roof Materials

STANDARDS

8.2.1 Roof materials shall relate to the design and architectural style of the building.

8.2.2 Tile roofs shall be detailed in a way that is consistent with an appropriate use of the material.

GUIDELINES

8.2.3 Roofing materials which are light-colored, such as white gravel brightly colored or reflective, such as metal, are generally discouraged and shall only be approved after design merit is determined by the Design Review Committee.

8.2.4 Tile roofs should not wrap onto gable-end eaves.

Roof tiles are appropriate for some architectural styles.

9. Alleys

Intent: To ensure that alleys and auto-courts are visually appealing and safe for both automobile access and pedestrians.

GUIDELINES

9.1.1 Landscaping and private open space features should be employed in alleys and auto-courts to reduce the visual dominance of building walls and pavement. Such features include balconies, decks, patios, container plantings and landscaped areas.

Alley landscaping helps soften the spaces between buildings.

D. Landscape Design

The standards and guidelines in this section give design guidance for the landscaping components of single-family and multiple-family residential projects in the City. All landscaping shall comply with the water efficiency requirements of the City's Water Efficient Landscape Ordinance.

1. General Landscape Design Guidelines

Intent: *To ensure development plans include landscape elements that contribute positively to the character of residential neighborhoods.*

The guidelines in this section apply to all residential development.

1.1 Function

Guidelines

1.1.1 Landscaping should be an integral part of the overall site design, rather than camouflage unused or unusable spaces or poor architectural design.

Landscaping integrates site design with existing trees to provide screening and shade.

1.1.2 Landscape improvements should be utilized to better integrate a development with its setting by:

- Enhancing pedestrian scale of the building
- Screening views of unsightly elements, such as utility boxes and backflow devices
- Softening hard edges visually
- Providing a transition between different use areas
- Creating an attractive aesthetic environment
- Creating usable pedestrian areas
- Reducing energy consumption
- Defining specific areas and enhancing architectural features

1.2 Existing Landscape Elements

GUIDELINES

1.2.1 Where feasible, significant existing landscape elements should be preserved and incorporated into development and landscape plans.

1.2.2 Elements such as mature trees, tree groupings, arroyos and rock outcroppings should be considered in the design of a project.

1.2.3 Landscape plans should show how the design integrates existing vegetation and site features.

Existing tree is preserved and incorporated into new development.

1.3 Plant Species

Guidelines

1.3.1 A well-coordinated palette of plant species should be employed.

1.3.2 Native plant materials and other plant species which are well adapted to local climatic conditions are preferable.

1.3.3 Landscape plans should exhibit a well-coordinated design concept. Plant materials should be utilized in an orderly manner which defines the site's spatial organization and function, relates to the buildings and structures and incorporates the various site elements.

1.3.4 The scale and nature of landscape materials should be appropriate to the site and structures. Large scale buildings should be complemented by large scale landscape materials, such as plants, rocks, timbers, walls, and fences.

1.4 Plant Size and Scale

STANDARDS

1.4.1 Size of Materials. Larger, more mature plant materials shall be used as much as possible to ensure that some immediate effect on the project's appearance will be attained within two years of planting. The following minimum sizes and spacings are recommended for plant materials at the time of installation:

a) Trees should be a minimum 15-gallon pot size or 6 feet tall and have a 1-inch caliper size at chest height, whichever is greater.

b) All street trees should be 24-inch box size and comply with the City of Livermore Standard Details.

c) Twenty percent of all trees should have a 24-inch box container size or larger. More mature plant materials should be located in areas with particular visual importance such as entries and along main frontages.

d) Shrubs should have a minimum 5-gallon pot size, and upright shrubs should have a minimum height of 18 inches and a minimum spread of 18 inches; spreading shrubs should have a minimum spread of 19 to 24 inches.

e) Ground covers planted from flats should have a maximum spacing of 12 inches on center or, when planted from one-gallon cans, a maximum spacing of 24 inches on center.

f) Parking lot landscaping should comply with the City of Livermore Standard Details in terms of number, size and spacing of trees and plant material.

Significant existing landscape elements should be preserved.

1.5 Irrigation

Standards

1.5.1 All landscaped public or common areas and front yard landscaping within a development shall be required to have automatic irrigation systems to ensure plant survival. Drip irrigation is preferred.

1.5.2 Systems shall be designed to minimize water run-off onto sidewalks or streets.

1.5.3 Landscaped parking strip shall be included in the irrigated areas.

1.5.4 Irrigation plans shall demonstrate compliance with the City's Water Efficient Landscape Ordinance.

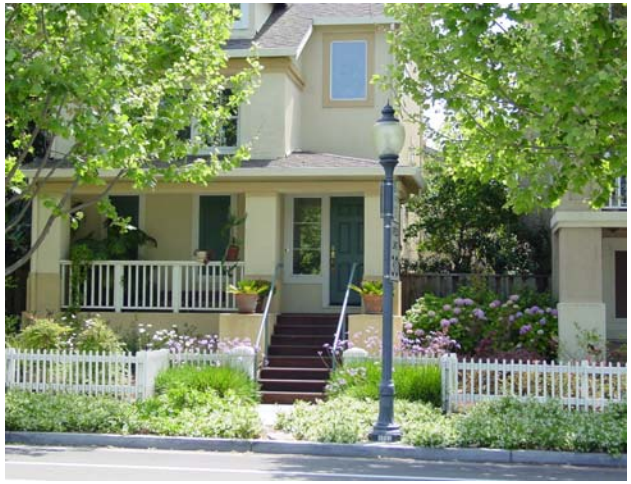
2. Front Yard Landscape Design

Intent: *To ensure development plans include front-yard landscape elements that contribute to the character of residential neighborhoods.*

Standards

2.1.1 The front setbacks shall be adequately landscaped.

2.1.2 Entry opportunities to residential units shall be directly from public streets.



Entry areas facing public streets shall be adequately landscaped to soften hard edges and screen views.

GUIDELINES

2.1.3 Hardscape areas are encouraged to utilize permeable materials.

2.1.4 Use of turf should be minimized to increase water efficiency.

2.1.5 Planting at the foundation is encouraged.

2.1.6 Total area of hardscape should be kept to a minimum.

2.1.7 If decorative rocks and boulders are used, they should be integrated with planting.

2.2 Swales

STANDARD

2.2.1 Drainage swales that are incorporated into landscape designs shall conform to the Water Resources Division's standards and guidelines for swales.

GUIDELINES

2.2.2 Swales are strongly recommended to reduce water quality impacts associated with site runoff.

2.2.3 Longitudinal slope of swales should be between 1% and 5%. Proposed swales with a slope of less than 1% will not be approved unless adequate underdrains are provided to prevent ponding. Swales of greater than 3% may be required to install check dams to reduce velocity through swale.

2.2.4 Side slopes should not exceed 3:1, horizontal:vertical.

2.2.5 Swale bottom must be graded flat to improve pollutant removal. Swale bottom should ideally be at least 4 to 6 feet wide, with a minimum of 2 feet.

2.2.6 Provide at least 1,200 square feet of usable swale area per acre of impervious surface.

3. Parking Area Landscaping

Intent: To provide parking areas that do not detract from the residential environment.

3.1 General

Standards

3.1.1 All parking areas shall provide interior landscaping for shade purposes and aesthetic enhancement.

3.1.2 Curbed planter areas shall be provided at the end of each parking aisle to protect parked vehicles from the turning movements of other vehicles.

3.1.3 Parking lots shall be landscaped with broad branching shade trees at a minimum ratio of three trees per 10 parking spaces for single-loaded stalls, six trees per 20 parking spaces for double-loaded stalls and one tree for every three parking spaces for smaller parking bays.

Landscaped parking area for multi-family residential development.

Guidelines

3.1.4 Views of parking areas from public streets should be buffered by landscaping, earth berms or some combination of the two in order to reduce the visual impact of large parking areas.

3.1.5 For security reasons, openings should be incorporated into the landscaping in order to permit clear views into the site.

3.1.6 No more than ten parking spaces should be located in a row without an intervening landscaped planter strip, provided the intervening planter strip is the full depth of the adjacent parking spaces.

3.1.7 Wheel stops should be used adjacent to tree wells and planter areas to protect landscaping from car overhangs. In place of wheel stops, the planter curb may be used for car overhangs, provided the 5-foot minimum clear planting area is maintained.

3.1.8 Drainage into swale areas is encouraged and may be accommodated by design elements such as flush curbs, perforated curbs and tree offsets.

3.1.9 Plant material in and adjacent to swales should delineate the transition between the swale area and the surrounding landscape.

Earth berm with lawn screens parking area.

E. Accessory Structures

This section provides standards and guidelines for the cohesive design of all accessory structures in the Brisa Neighborhood Plan.

1. Design Character

Guideline

1.1.1 The design of accessory structures, such as carports, detached garages and sheds should draw upon the architectural character of the primary residence.

2. Mailboxes

Standard

2.1.1 The design of the mailboxes and mailbox enclosures shall be consistent with the architectural style of the development and shall match the colors and materials of other onsite buildings.

3. Mechanical Equipment, Trash Enclosures and Utilities

3.1 General

Guideline

3.1.1 Mechanical equipment, trash enclosures and utilities should be provided with architectural enclosures or fencing, sited in unobtrusive locations, and screened by landscaping.

3.2 Refuse Areas

Standards

3.2.1 Trash enclosures shall be of sufficient size to house the number and size of trash bins and containers needed to accommodate the waste generated by the building user, including, trash, cardboard, cans and bottles, food waste, green waste and other recyclables, as required by the City's Solid Waste Ordinance and Livermore Planning and Zoning Code requirements.

3.2.2 Trash bins shall be located within a trash enclosure at all times.

3.2.3 Trash enclosures shall be integrated into the site plan to minimize enclosure visibility and accommodate truck access.

3.2.4 Trash enclosures shall be constructed of durable materials and the color, texture, and architectural detailing shall be consistent with the overall site and building design.

Trash enclosure of high-quality, durable materials.

Guidelines

3.2.5 Trash enclosures should be located away from public view.

3.2.6 Landscaping should be provided around trash enclosures to soften views wherever feasible.

3.2.7 Trash enclosures should be located away from adjacent parcels to minimize noise and odor impacts typically associated with garbage collection and storage.

3.2.8 Screening of the trash enclosure should be integrated into the overall site and building design. Screening should be constructed of durable materials. All structural screening should be supplemented with landscaping.

3.2.9 Roofs of enclosures should be designed to complement the project buildings' roof style and colors.

3.2.10 A building wall may be used as one side of a trash enclosure.

3.2.11 Enclosures should be located and designed to facilitate users' convenience. Person doorways should be provided in addition to the gate opening.

3.2.12 Where trash compactors are used, they should be screened from public view within a trash enclosure or within the building volume.

3.2.13 Where trash compactors will be utilized, the trash enclosure should be enlarged to accommodate the space for required trash bins as well as the trash compactor. Trash compactors may not displace space required for trash bins.

3.2.14 Trash compactors should not block access to standard trash bins or interfere with standard trash enclosure operation.

3.2.15 Trash enclosures should be designed so that each bin can be removed and replaced without requiring the removal of other bins, to avoid stacking and to maximize access.

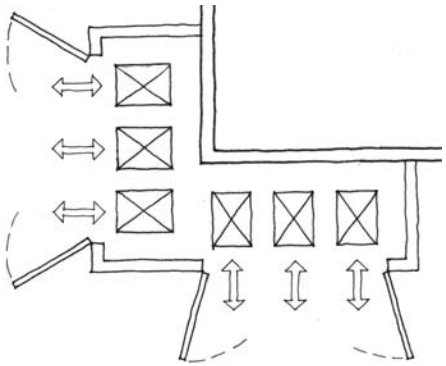
3.2.16 Enclosure gate opening should extend the width of the enclosure with no single gate opening less than nine feet in width. The dimension of opened gates should allow adequate clearance of approximately 18 inches clear on either side of bins for mechanized truck access or manual maneuvering of bins.

3.2.17 A smaller number of larger gate openings should be designed, instead of more numerous small gate openings.

3.2.18 Heavy duty doors should be used. The use of wheels under the doors to increase the durability of gate hinges should be considered.

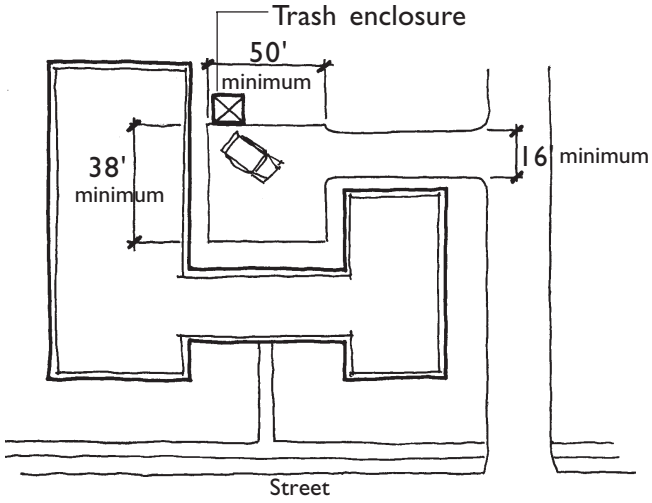
3.2.19 A concrete pad inside enclosures should be included to prevent damage to ground surfaces from filled containers. The pad should extend 10 feet in front of gates.

3.2.20 If security lighting is needed, a minimum one foot-candle at ground level should be designed, integrated into the site design, shielded and located as low to the ground as possible.



Trash enclosure lay-out where bins may be removed independently.

3.2.21 Enclosure doors should face an approach drive aisle where possible.
3.2.22 Driveways or travel aisles leading to trash enclosures should be a minimum of 16 feet in width with a 50-foot deep approach.
3.2.23 In trash collection loading areas, the minimum overhead vertical clearance should be 22 feet to accommodate loading operations.
3.2.24 Where no through-route exists for trash removal trucks, the turn-around area should be a minimum of 38 feet square in front of the enclosure.
3.2.25 Trash collection should be designed for access from a side street, alleyway or parking area, to avoid collection trucks needing to maneuver in busy roadways.



3.3 Backflow Preventors

STANDARD

3.3.1 Backflow prevention devices shall be included in the plans for design review and shall be screened from public view by the use of landscaping, berms, low walls and other such screening devices.

4. Walls and Fences

Standards

4.1.1 Chain link fences shall not be used.

4.1.2 Barbed wire, razor wire or similar wire or security fences shall not be used.

Guidelines

4.1.3 The design of fences, walls and other structural landscape features should be compatible with and complementary to the architecture and the surrounding setting.

4.1.4 Fences that entirely enclose the front yard including driveways are highly discouraged.

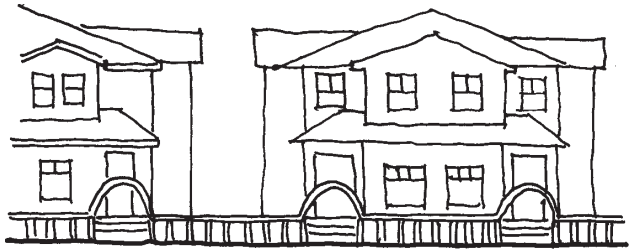
4.1.5 Fences constructed of predominantly natural materials, such as wood and stone, are preferred; however, the use of masonry and textured or color-tinted concrete is acceptable.

4.1.6 All fences, walls and other related features should be accompanied by landscaping to better integrate the structure within the site and to reduce its visual impact.

4.1.7 Where preservation of views is a goal, such as along arroyos or open space areas, fences with an open structure should be used so as to permit views through to such community amenities.

4.1.8 Design elements should be used to break up long expanses of uninterrupted walls, both horizontally and vertically.

Low wooden fence with open structure enhances overall site and building design.



Fence design complementing building and site design.

F. *Lighting*

This section contains the standards and guidelines for exterior lighting in the residential areas of the City. The intention for these guidelines is to ensure that the design of fixtures and the light provided contributes to the character of development and does not impact adjacent development.

1. Design

Standards

1.1.1 Exterior lighting shall be designed as an integral part of the building and landscape design.

1.1.2 Site plans and architectural plans shall include the location of fixtures, their design and the nature and level of the illumination they will provide.

1.1.3 Illumination levels shall be provided to address security concerns, especially for parking lots, pedestrian paths, outdoor gathering spaces, at building entries and any other pedestrian accessible areas.

Guidelines

1.1.4 Decorative light fixtures, such as gooseneck lighting, are strongly encouraged.

1.1.5 Lighting should generally be designed to include cut-offs to minimize the lighting of the sky.

2. Lighting Height

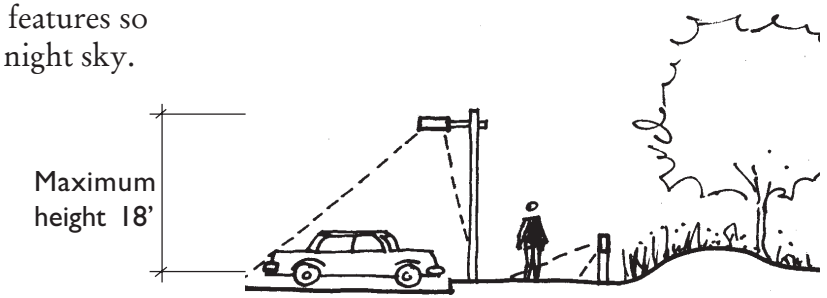
STANDARD

2.1.1 The height of luminaries shall be in scale with the building and site design and in no case shall the height exceed 18 feet in height from grade. Decorative lights shall conform to City Standards for public streets and in no case shall the height exceed 14 feet.

GUIDELINES

2.1.2 Lighting sources should be kept as low to the ground as possible while ensuring safe and functional levels of illumination.

2.1.3 Area lighting should be directed downward or employ control features so as to avoid light being directed offsite as well as to avoid lighting of the night sky.



Lighting directed downward

3. Area of Illumination

STANDARD

3.1.1 The light source for externally illuminated signs must be positioned so that light does not shine directly on adjoining properties, cause glare, or shine in the eyes of motorists or pedestrians.

GUIDELINES

3.1.2 Lighting should be located so as to minimize the impact of lighting upon adjacent buildings and properties, especially residential uses.

3.1.3 In general, the location of lighting should respond to the anticipated use and not exceed the amount of illumination required by users.
3.1.4 Illumination over an entire area or the use of overly bright lighting is strongly discouraged. The use of a number of smaller lights is preferable to larger, more intense lights.
3.1.5 Lighting for pedestrian movement should illuminate changes in grade, path intersections and other areas along paths which, if left unlit, would cause the user to feel insecure. Recommended minimum levels of illumination along pedestrian paths between destinations is 0.5 foot-candles. At pedestrian destination points such as entryways, plazas and courtyards, lighting levels should typically achieve illumination of 1 foot-candle.
3.1.6 The placement of light standards, whether for street lights or garden lights, should not interfere with pedestrian movement.

4. Parking Area Illumination

Guidelines

4.1.1 Illumination should be concentrated along the pedestrian paths leading to parking areas and in the specific areas where cars are parked.
4.1.2 Illumination should achieve a lighting level of 1 foot-candle on the parking lot surface.

5. Prohibited Lights

Standard

5.1.1 No outdoor lights shall be permitted that blink, revolve, flash or change intensity.

PARKS AND TRAILS

Parks and trails provide important resources for recreation, relaxation and alternative modes of transportation. These community facilities, and the land uses surrounding them, should be designed to facilitate public access and provide opportunities for a broad range of recreational activities. New development is encouraged to provide parks, play areas, pedestrian spaces, trails, and community open space wherever possible. Trails should be designed in conformance with the City's Bikeways and Trails Master Plan. Where parks and trails are to be owned and/or operated by the Livermore Area Recreation and Park District (LARPD), the site plan and layout should be coordinated with LARPD and conform to LARPD's Master Plan, Trail Master Plan and other applicable documents.

G. Parks

1. Site Planning

Guidelines

1.1.1 Parks should be sited in a manner that allows visibility and open access from surrounding streets, trail systems and other land uses.

1.1.2 Neighborhood parks should be sited in a manner that limits common boundaries with residential development. Parks should be bounded by streets, trails and open space areas where possible.

1.1.3 Parks should be sited and designed to preserve public views of scenic vistas.

Shaded neighborhood park accessible from surrounding streets.

2. Program Activities

Guidelines

2.1.1 Parks should provide a variety of recreational opportunities for a broad range of users, regardless of age, gender, ethnicity, economic status or physical capabilities.

2.1.2 Parks should provide opportunities for structured and unstructured play areas, creative children's play areas, family picnic areas, seating areas, and landscaping and natural areas.

3. Landscaping

Guideline

3.1.1 Native plant species should be planted within and adjacent to parks and other open space areas wherever possible.

H. Trails

1. Trail Sites

GUIDELINES

1.1.1 Trails should be sited in a manner that allows visibility and open access from surrounding land uses.

1.1.2 Trails should be sited and designed to preserve public views of scenic vistas.

1.1.3 Where trails run through or alongside residential, commercial, industrial and other land uses, these uses should provide landscaped buffers, fences, and sufficient setbacks along the trail.

1.1.4 Sufficient setbacks and landscape buffers should be provided between trails and roadways.

Trail with separate pedestrian and equestrian components.

2. Trail Access

Guidelines

2.1.1 Open visual access should be provided at all trailheads and at as many points as possible along the trail for surveillance purposes.

2.1.2 Where new development adjoins a trail, pedestrian connections should be made from the new development to the trail system.

2.1.3 Community resources, such as schools, shopping areas, transit stops, employment centers, residential communities, parks and open space areas should connect to the City's trail system or other multi-use pathways wherever possible.

2.1.4 Connections to trails should separate bicycle and equestrian access where feasible.

Trailhead adjacent to public park.

3. Landscaping

Guideline

2.1.9 Native plant species should be planted adjacent to trails wherever possible.

6 IMPLEMENTATION

This chapter provides an overview of additional issues, studies and application procedures that will be undertaken in order to implement development that is envisioned by this Plan, as shown and described in the preceding chapters.

A. Plan Adoption

Environmental review and a series of public hearings will be undertaken in conjunction with adoption of the Brisa Neighborhood Plan.

1. California Environmental Quality Act (CEQA)

City staff is preparing an Initial Study for this Neighborhood Plan, which is expected to result in a Mitigated Negative Declaration or Negative Declaration under the California Environmental Quality Act (CEQA). The Environmental Document will be certified by the City prior to Plan adoption. Due to the conceptual nature of the Neighborhood Plan and Illustrative Site Plan, subsequent entitlements (Development Agreement, Subdivision, Planned Development, and Site Plan Approval/Design Review) will require project specific evironmental review.

The Brisa Neighborhood will introduce a new pedestrian and transit-oriented community to East Livermore.

2. Approval Process

The City of Livermore has developed a review process that will lead to adoption of the Brisa Neighborhood Plan. A series of public hearings will be held before three City bodies:

- **Design Review Committee.** The City's Design Review Committee (DRC) will review the proposal and develop recommendations to the Planning Commission regarding site design, architecture, colors, materials, landscaping and parking. On September 21, 2006, the DRC informally reviewed the draft plan and design concepts and were generally pleased with both.
- **Planning Commission.** The Planning Commission will review a Public Review Draft Brisa Neighborhood Plan and DRC recommendations, receive public comment and provide their own comment on the Plan. These comments and recommendations will be forwarded to the City Council for consideration.
- **City Council.** The City Council will review the Draft Brisa Neighborhood Plan and DRC and Planning Commission recommendations before rendering a decision upon the Neighborhood Plan.

B. Development Entitlements

A Development Agreement, Planned Development Rezoning, Tentative Subdivision Map and Site Plan Approval/ Design Review application is necessary in order to develop the property consistent with the Neighborhood Plan. These applications may be concurrent.

The Development Agreement will provide certainty to the City with respect to implementation of the General Plan, Bikeways and Trails Master Plan and Neighborhood Plan. The Development Agreement will provide the landowner/ developer with certainty with respect to project development conditions.

The Tentative and Final Subdivision maps will be reviewed under the Subdivision Map Act and City's Subdivision Ordinance and approved in accordance with the Neighborhood Plan. Recordation of Final Maps is required before the sale of individual lots created by the subdivision.

The Planned Development and Site Plan Approval/Design Review applications will ensure that the subsequent development is in accordance with the Neighborhood Plan, and Planning and Zoning Code.

C. Maintenance

Private streets, landscaped areas, storm drain detention and water quality systems will be maintained by a Homeowners Association (HOA) or City Landscape Maintenance District. If an HOA is abandoned or if the HOA maintenance program fails, then the City may assume maintenance and levy an assessment.

D. Development Phasing

The section discusses the phasing processes for development of the ACE parking facility and a potential process by which development of the Plan Area could occur.

1. ACE Parking Facility

The first phase will include the construction of an access road along the eastern edge of the site, ending in a parking lot in the southwestern portion of the Plan Area. This first phase is depicted in the Illustrative Plan presented in this Neighborhood Plan. The second phase will include full build-out of the ACE parking facility and will be located between the first phase facility and the eastern site boundary. As noted in Chapter 4, the Vasco Road underpass will connect the existing ACE parking facility with the new facility constructed in the first phase.

2. Neighborhood Plan

Although the Illustrative Plan has been developed to show build-out of a comprehensively-designed and transit-oriented neighborhood, project phasing is permitted. Development of the access street for the ACE parking lot could be completed with or without development of the southern portion of the Brisa Neighborhood.