

CHAPTER 4: Circulation



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CHAPTER 4 CIRCULATION

4.1 INTRODUCTION

This chapter of the Specific Plan provides an overview of the existing and proposed circulation systems serving the El Charro Specific Plan Area, as well as the streetscape elements that will help frame future development. In addition, this chapter outlines circulation goals and policies for the Plan Area, and implementation mechanisms to achieve a circulation system that relates to the local and regional transportation network and supports the proposed commercial uses for this area.

Increased access to the Plan Area will create stronger regional and local connections. Currently (2006), the Plan Area is disconnected from the rest of the City, and the only way to access the property within the Plan Area is from the El Charro/Fallon Road interchange at I-580.

Quality streetscape design illustrates the City's commitment to the success of this area and provides a simple yet visible enhancement. Some properties within El Charro will be minimally changed from their current rural character while others will be transformed to fulfill the vision of a vibrant retail development. Each of these areas will be addressed through the streetscape plan. Streetscape enhancements will highlight the built portions of the Plan Area and provide for a transition as streets connect to surrounding rural areas. The proposed streetscape design contains elements intended to provide a starting point for developing construction drawings and moving the Specific Plan to the next phase of physical change and improvement.

4.2 CIRCULATION GOALS AND POLICIES

GOAL 4.1: Provide a functional and safe circulation system for the El Charro Specific Plan Area that will meet the needs of the proposed land uses.

Policy 4.1.1 Through the extension of Jack London Boulevard, provide an arterial street connection to the properties that form the western edge of Livermore.

Policy 4.1.2 Improve El Charro Road in order to accommodate future development traffic as well as the existing quarry truck traffic that use this roadway as their primary access to I-580.

Objective 4.1.2a: Operation of the signals along El Charro Road will be a collaborative effort between the City of Pleasanton and the City of Livermore in order to ensure that both cities, as well as the City of Dublin, Caltrans, and quarry lands in unincorporated Alameda County are served adequately, and the service is maintained at an acceptable level.

Policy 4.1.3 Realign Freisman Road to provide better access to future development within the Plan Area, as well as to accommodate the additional width needed for improvements along I-580.

Policy 4.1.4 Provide two additional north/south collector streets connecting Jack London Boulevard to Freisman Road and a cul-de-sac south of Jack London Boulevard. By providing multiple access points to the future retail developments, internal site circulation will be improved.

GOAL 4.2: Vehicular traffic and quarry truck traffic, to the extent feasible, shall be adequately accommodated by the design of the street network.

GOAL 4.3: Newly constructed roadways should accommodate bicycle and pedestrian traffic in order to provide transportation alternatives to and within the Specific Plan Area.

Policy 4.3.1 Construct a section of the regional multi-use trail along Arroyo Las Positas, which will eventually connect the City of Livermore’s existing trail system to the east with the City of Pleasanton’s multi-use trail system on the west side of El Charro Road.

Policy 4.3.2 Provide Class II bike lanes on City streets, where appropriate, throughout the Plan Area.

Policy 4.3.3 Provide convenient and safe pedestrian connections between development nodes and open space areas within the Plan Area to encourage walking and reduce internal vehicular trips.

Objective 4.3.3a: Through site design and pedestrian connections, guide pedestrians to signalized intersections along Jack London Boulevard.

GOAL 4.4: Explore opportunities to work with Livermore Amador Valley Transit Authority (LAVTA) and other regional transit agencies to expand transit services to this area.

4.3 EXISTING CIRCULATION SETTING

As of 2006, the El Charro Specific Plan Area had a limited existing circulation system, mainly because the current uses within the Plan Area are primarily agricultural or open space areas. Vehicular access to the Plan Area is provided along its western and northern edges from El Charro Road and Freisman Road, respectively. New external and internal Plan Area connections will need to be created in order to support the level of traffic that the planned regional commercial development will generate. Figure 4-1 illustrates the existing (2006) circulation setting.

4.3.1 Vehicular Access

Interstate 580, the freeway that traverses east to west through the City of Livermore, provides the primary regional vehicular access to the Plan Area. The freeway is located immediately north of the Plan Area and provides access to the area from the El Charro/Fallon Road interchange. Interstate 680 (I-680), a north/south freeway, is located four miles west of the Plan Area and may be accessed by I-580. State Route 84 (SR-84), a north/south highway located east of El Charro, provides a regional connection to southern Alameda County. The following is a detailed description of the roadways that border the Plan Area.

Interstate 580 is an eight-lane, east/west freeway carrying between 187,000 to 193,000 average daily vehicles. Peak hour traffic ranges from 12,600 to 13,000 vehicles per hour along the segment from Airway Boulevard to El Charro Road (2004, Caltrans). Truck traffic accounts for up to 11 percent of the average daily vehicles along this segment. A wide median that runs the length of the corridor divides the east and westbound traffic. The El Charro Road/Fallon Road interchange currently provides access to the Plan Area.

In order to accommodate transit improvements, HOV or HOT lanes, and auxiliary lanes, an expansion of I-580 through the Plan Area is expected to occur in the near term. Approximately 30 feet of right-of-way along the northern edge of the Specific Plan Area will need to be acquired for these future improvements.

State Route 84 is a regional north/south highway on the western edge of the City of Livermore, and is located directly east of the Plan Area. The northern terminus of SR-84 is its junction with I-580. Average daily traffic near I-580 is estimated at 47,000 trips of which trucks account for 2.8 percent (2004, Caltrans). From I-580 to Kitty Hawk Road, SR-84 (known as Airway Boulevard along this section) is a three-lane street with a 45 mph speed limit and a shared turn-lane median. From Airway Boulevard south to Jack London Boulevard, SR-84 (known as Kitty Hawk Road) is a four-lane, 40 mph speed limited roadway that contains a raised median for most of the segment. From Jack

London Boulevard southward, SR-84 (also known as Isabel Avenue along this section) is a two-lane, divided roadway with a 50 mph speed limit.

El Charro Road is a two-lane, north/south collector, which becomes Fallon Road on the north side of the I-580 overpass crossing into the City of Dublin. Pleasanton's General Plan designates El Charro as a major street to be extended in the future to Stanley Boulevard. From the south side of the El Charro/Fallon Road interchange to Freisman Road, El Charro Road is a County-maintained street. South of Freisman Road, the road is privately owned by quarries and is used predominantly by trucks accessing the quarries to the south.

Freisman Road is a two-lane, east/west collector, extending east one-mile from El Charro Road to the eastern edge of the golf driving range, terminating at the property owned by the Children's Hospital. This roadway runs parallel to I-580. Traffic along this roadway is fairly minimal as land uses in this area are primarily agricultural and open space, with the exception of a golf driving range on the Sywest property and a few rural residential homes located on the Children's Hospital property.

West Jack London Boulevard is a two-lane, east/west roadway that begins at SR-84/Isabel Avenue and terminates at the LAVTA bus storage yard. Livermore Municipal Airport borders the north side of the street and undeveloped land that includes the future Oaks Business Park development as well as quarry land sits to the south. Livermore's General Plan shows West Jack London Boulevard as a major street to be extended to El Charro Road.

Club House Drive is a two-lane local street, approximately 0.4 miles long. This roadway provides access from SR-84 (Airway Boulevard) to the clubhouse at the Las Positas Golf Course.

Terminal Circle is a two-lane local street, approximately 0.3 miles long, which provides access from SR-84 (Airway Boulevard) and Club House Drive to the Livermore Municipal Airport. On-street parking is permitted along this street.

4.3.2 Bicycle Network

The City Bike Plan was adopted in July 2001 and updated in the 2003 General Plan. Some existing bicycle facilities are adjacent to or are in close proximity to the Plan Area. There are three different classifications of bikeways, including:

- Class I: grade-separated trails that are exclusively for non-motorized access;
- Class II: striped bicycle lanes on roadways accompanied by sign designations; and,
- Class III: bicycle routes on roadways designated by signs.

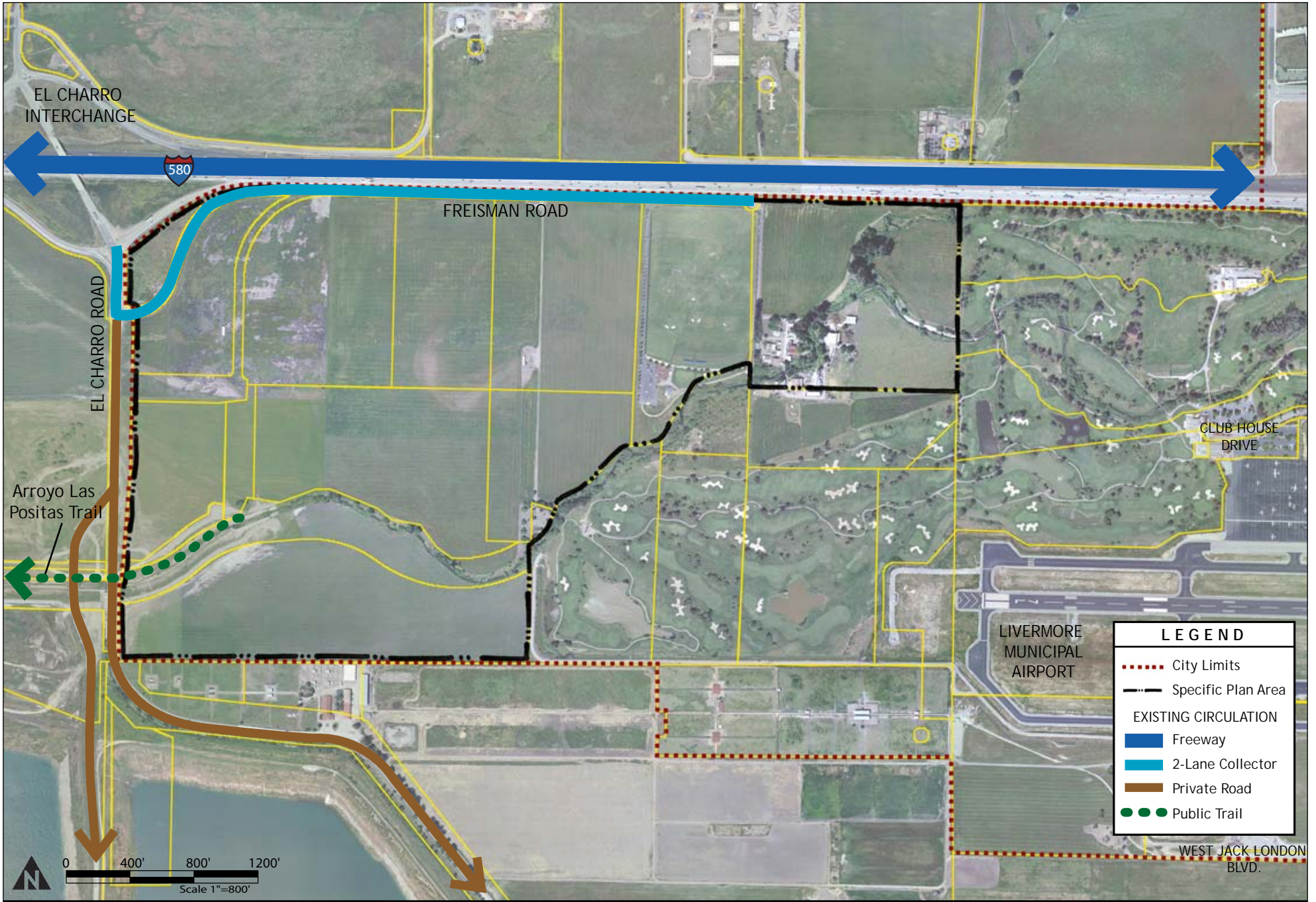


Figure 4-1 Existing Circulation System
CITY OF LIVERMORE EL CHARRO SPECIFIC PLAN

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Existing bikeways can be found along the following roadways within or adjacent to the Plan Area:

- Class I multi-use trail on Isabel Avenue from East Jack London Boulevard to Vineyard Avenue.
- Class II bike lanes on East Jack London Boulevard, east of Isabel Avenue.
- Class II bike lanes on North Canyons Parkway from Collier Canyon Road to Airway Boulevard.
- Class II bike lanes along Stoneridge Drive in Pleasanton.
- Class I multi-use trail in Pleasanton along Arroyo Mocho from the eastern city limit to I-680.

4.3.3 Pedestrian Access

Most streets within the vicinity of the Plan Area do not contain sidewalks or pathways for pedestrian access, or prohibit pedestrians altogether. I-580 is a freeway and prohibits pedestrian activity along its right-of-way. El Charro Road and Freisman Road do not have sidewalks or shoulders to accommodate pedestrian uses. Additionally, pedestrian access to the Plan Area from Pleasanton or other locations within Livermore is currently not possible.

4.3.4 Transit Service

The El Charro Specific Plan Area is not directly served by transit; however, there are transit services provided throughout other areas within Eastern Alameda County. Two existing bus stops are located approximately 1.5 miles from the Plan Area. The first is located to the west near I-580 at Santa Rita Road/Tassajara Road in Pleasanton. The second is located to the east near I-580 along Airway Boulevard. Neither bus stop is accessible by foot or bicycle from the Specific Plan Area due to street configurations, man-made barriers, and the Arroyo Las Positas.

The following is a description of several transit agencies that provide service within close proximity of the Plan Area, and may in the future, extend service to this area as development occurs.

Bus Service

LAVTA provides Wheels bus service in Eastern Alameda County, serving Livermore, Pleasanton, and Dublin. Wheels provides many transit services throughout the region, including local fixed route bus service, regional express bus service, school routes, and dial-a-ride paratransit services. All buses are equipped with front-loading racks that can hold up to two bicycles.

Additionally, Wheels is a participating transit provider for the regional All Nighter bus system, which provides night owl hourly bus service from the Bay Fair BART Station to Livermore when BART is not operating.

Rail Service

The Altamont Commuter Express (ACE) train provides weekday commuter service from Stockton in San Joaquin County to San Jose in Santa Clara County, with stops in Livermore and Pleasanton. The closest Livermore station is located in Downtown Livermore at the Wheels Livermore Transit Center. Three trains provide service westbound, towards San Jose in the morning between 5:30 and 7:45 a.m. In the evening three trains are provided in the eastbound direction towards Stockton between 3:30 and 5:30 p.m. ACE also provides off-peak bus service, with a mid-morning westbound, a mid-day eastbound, and 6:30 p.m. eastbound route. Future changes may include replacing the mid-morning and mid-day bus service with train service.

BART provides regional heavy-rail transit service to Alameda, San Francisco, Contra Costa, and San Mateo counties. The closest BART Station to the Plan Area is the Dublin/Pleasanton Station, located about 2.75 miles to the west. The station is elevated and located in the median of I-580 and accessible from both sides of the freeway. Each side contains bus bays and surface parking lots. BART's direct service from this station includes the San Francisco Airport/Millbrae line, with trains every fifteen minutes during the weekday until 7:00 p.m. and every twenty minutes during evening weekday times and the weekend. This train line runs until midnight everyday, with weekday, Saturday, and Sunday service beginning at 4:15 am, 6:00 am, and 8:00 am, respectively. Connections to the Fremont/Richmond and Fremont/Daly City lines can be made at multiple points between the Bay Fair Station in San Leandro and the Lake Merritt Station in Oakland. Connections to the Pittsburg/Bay Point/Daly City line can be made at multiple points between the West Oakland and the Daly City Stations.

4.4 EL CHARRO SPECIFIC PLAN CIRCULATION SYSTEM

4.4.1 Vehicular Access

In order to accommodate the projected traffic generated by the future retail development in the El Charro Specific Plan Area, a number of street improvements and connections are proposed as part of the Specific Plan. Street extensions and improvements will link the western edge of Livermore to the rest of the City.

Several street improvements that are planned for some of the streets surrounding the Plan Area will also have an impact on the Plan Area. One major improvement includes the widening of SR-84 to six lanes between I-580 and Stanley Boulevard and four lanes between Stanley Boulevard and Vallecitos Road. Construction along this stretch of roadway is not anticipated to be completed until 2012. In addition, a new interchange and freeway flyover will be constructed at I-580 and SR-84, with an expected completion of 2010. Improvements to the El Charro/Fallon Road interchange will also be

undertaken in 2007, in order to accommodate Plan Area traffic as well as anticipated traffic from future developments in Pleasanton and Dublin. HOV lanes, auxiliary lanes, and ramp metering are planned along I-580, with eastbound improvements scheduled for completion in 2009. Improvements along SR-84 and I-580 will enhance access to the El Charro Plan.

The Draft El Charro Specific Plan included two options for providing roadway connection between El Charro Road and Isabel Avenue/SR84—Jack London Boulevard Extension and Airway Boulevard Extension. The EIR fully analyzed each roadway extension option. The Livermore Council City selected the Jack London Boulevard Extension option, consistent with the Livermore General Plan, with the adoption of the Specific Plan.

Jack London Boulevard

The connection between the Plan Area and SR-84 will be made possible by the extension of Jack London Boulevard. A federal environmental document will be required to extend Jack London Boulevard through FAA grant-acquired City lands.

The extension of Jack London Boulevard would run just south of the Livermore Municipal Airport. The alignment would then run northwest, across the Arroyo Las Positas, and connect to El Charro Road, as shown in Figure 4-2.

The extension of Jack London Boulevard will consist of a minimum 94-foot right-of-way with three lanes eastbound, four lanes westbound, and a planted median between El Charro Road and the new north-south road (Road A). Each side of the street will have sidewalks separated from the roadway by a landscape area (Figure 4-3). The remaining street extension east of Road A will be a two-lane roadway (Figure 4-4). The City's General Plan calls for the Jack London Boulevard extension to ultimately be a four-lane roadway. Widening to four lanes would not occur until mineral resources in SMP 38 are mined. Much of the streetscape along Jack London Boulevard east of the Specific Plan Area will remain rural in nature, blending into the area's surrounding environment. All full access intersections along Jack London Boulevard will be signalized. Those driveways and intersections not signalized will only allow right-in and right-out turning movements.

El Charro Road

The primary access to the Specific Plan Area will be from El Charro Road. Improvements to the existing roadway are required in order to handle the additional vehicular trips that will be generated by the future retail development as well as to adequately handle the existing quarry truck traffic that utilize this street.

El Charro Road will be expanded to a seven-lane Major Street, connecting I-580 with the Jack London Boulevard extension, as shown in Section E (Figure 4-5). A traffic signal will be needed at

the intersection of El Charro Road and Jack London Boulevard, to accommodate development within the El Charro Specific Plan as well as future development proposed by the City of Pleasanton. South of Jack London Boulevard, El Charro Road would continue to provide primary access to the quarry lands and would remain a private haul road (Section F, Figure 4-5). In the long-term, Pleasanton plans to extend El Charro Road to Stanley Boulevard.

Due to the number of vehicles that will be traveling on El Charro Road, no additional intersections or project access driveways will be permitted between I-580 and Jack London Boulevard, other than those needed for EVAs.

Freisman Road

Freisman Road will be realigned to better serve future development within the Plan Area, as well as to accommodate the additional width needed for improvements along I-580. Freisman Road will no longer connect to El Charro Road; rather it will connect to the Jack London Boulevard extension via north-south roads (Roads A and B). Freisman Road will function as a collector for the future retail developments within the Plan Area. Freisman's new alignment will run parallel to I-580 until the western edge of the Crosswinds Church property, where it will terminate.

Freisman Road's alignment parallel to I-580 will shift to the south in order to accommodate the potential expansion of I-580 as well as the 50-foot (approximate) vineyard buffer that will line the northern edge of the Specific Plan Area (Section G, Figure 4-6).

North/South Street Connections

In addition to Freisman Road, the Specific Plan Area will include three additional roadways that will enhance the Plan Area's traffic mobility. Road A will consist of four travel lanes, two in either direction, with left turn lanes to access the parking lots of future retail developments (Section H, Figure 4-6).

Road B will begin at Jack London Boulevard, northwest of the arroyo. This street would not cross the arroyo. Generally, it will run north from Jack London Boulevard between the Crosswinds Church property and the Sywest property. This roadway will be a two-lane collector, with landscaping and sidewalks, and would terminate at a T-intersection with Freisman Road (Section I, Figure 4-7).

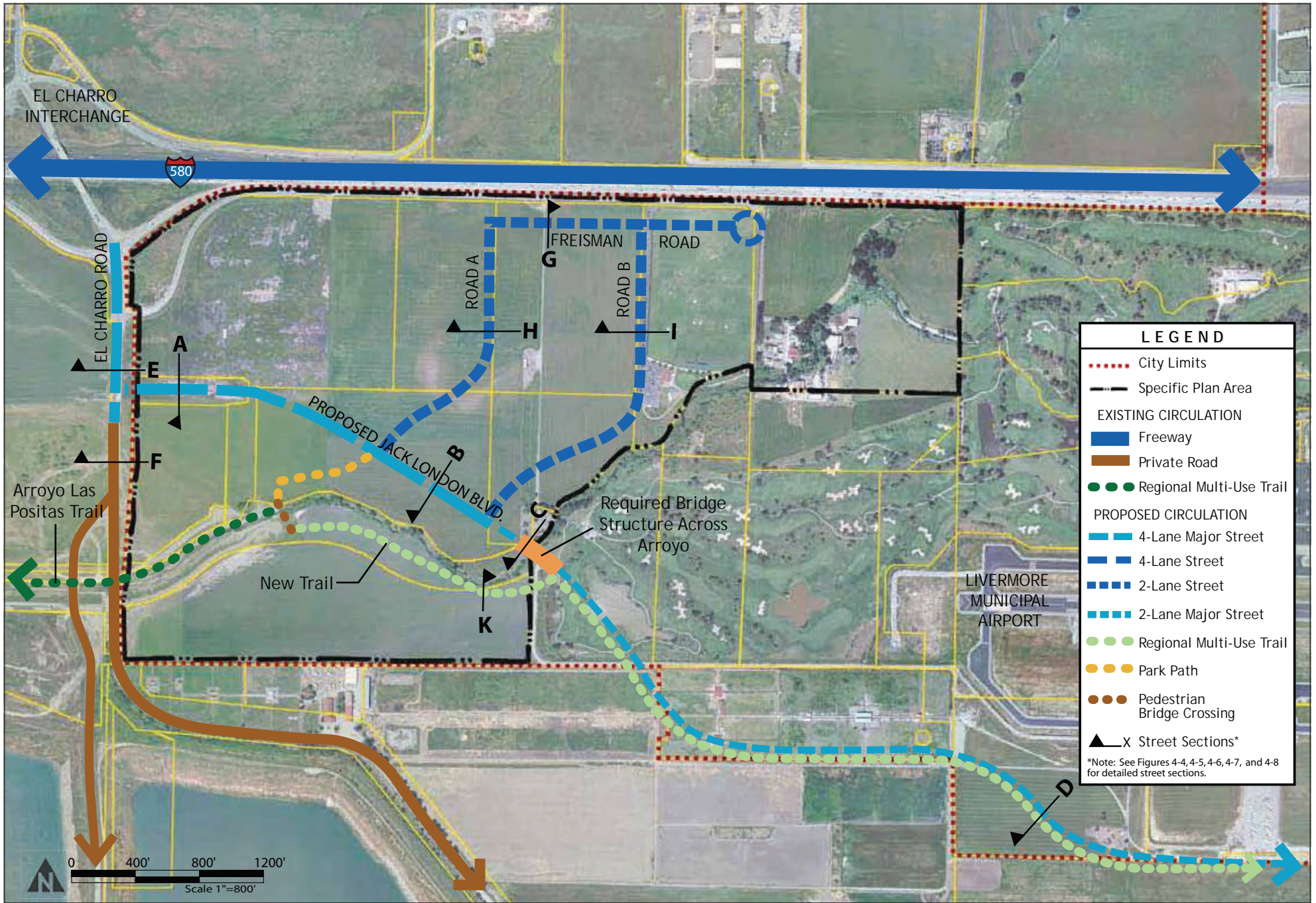
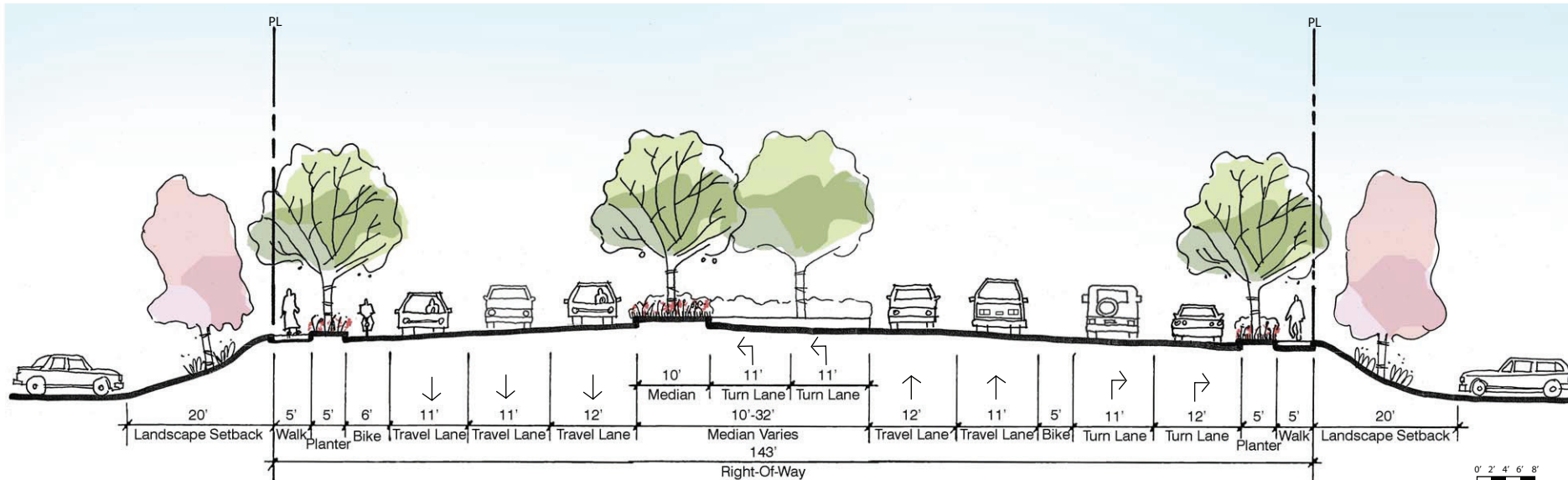


Figure 4-2 Proposed Circulation System:
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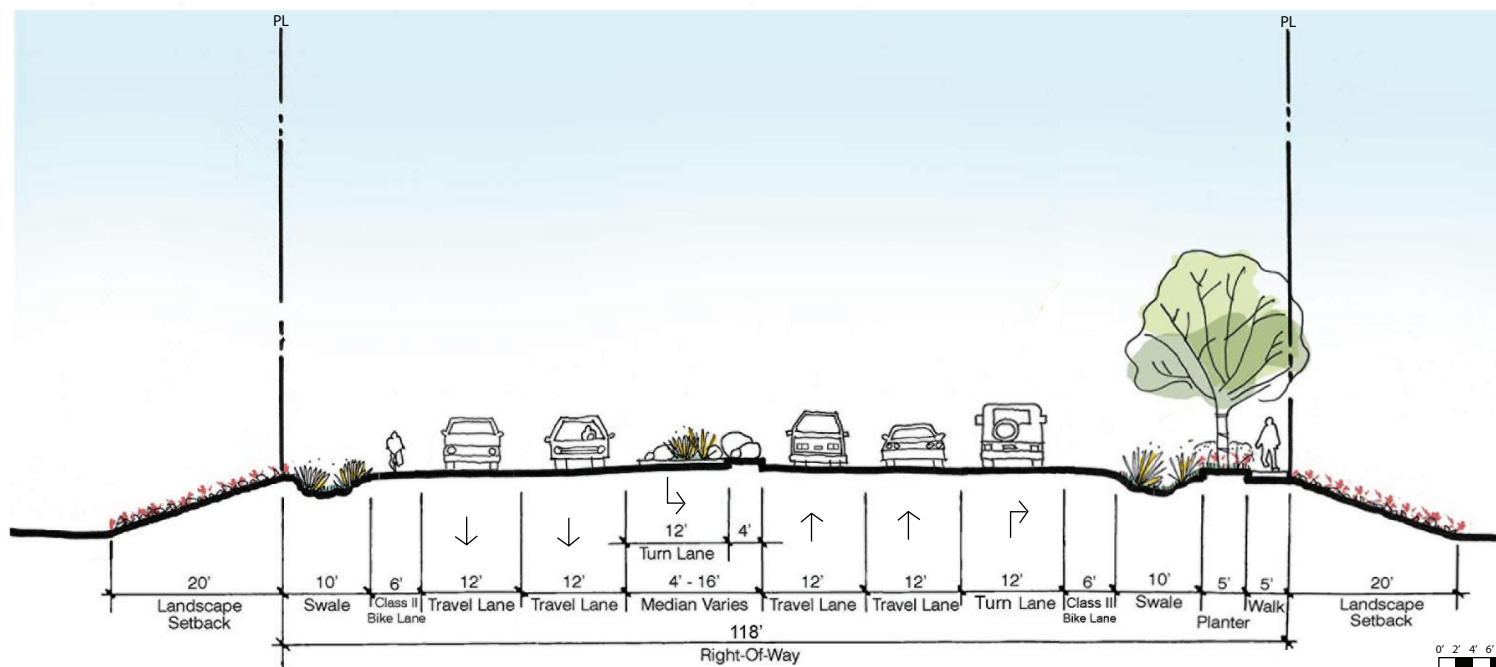
Revised July 2012

Note: This figure is conceptual in nature and subject to modifications based on subsequent development review.

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Section A:
Between El Charro Road
and Road A (facing west)

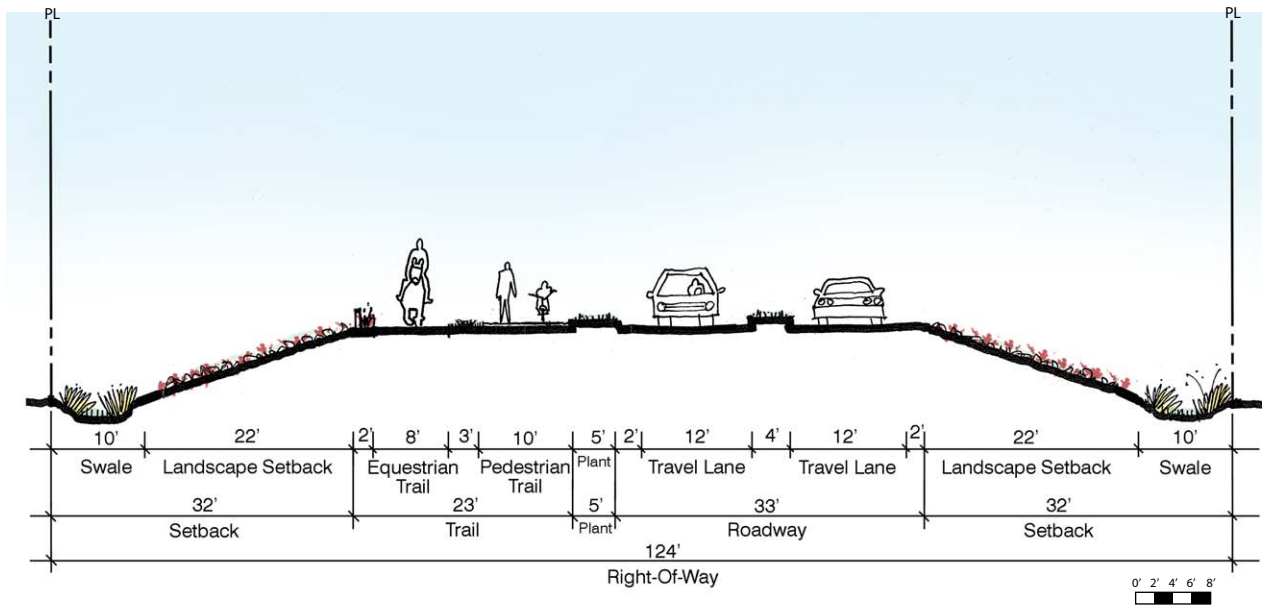


Section B:
Jack London Blvd between
Road A and Road B

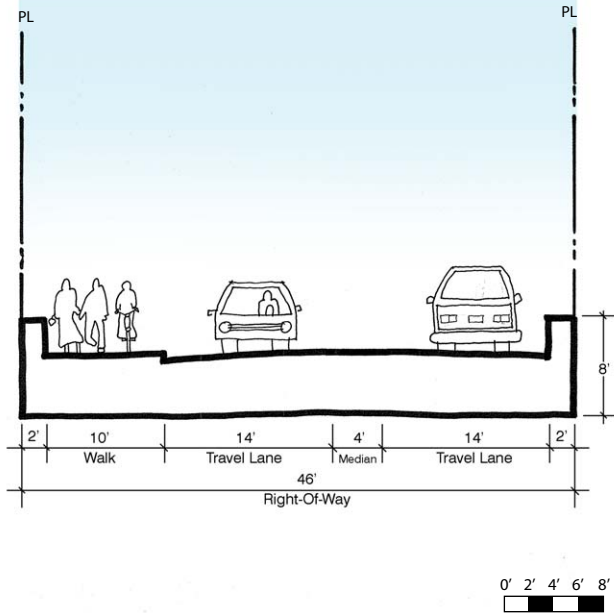
Figure 4-3 Jack London Boulevard Sections A and B
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Section D1:
Raised Roadway with Trail
(facing west)



Section C:
At Bridge
(facing west)



Section D2:
With Trail
(facing west)

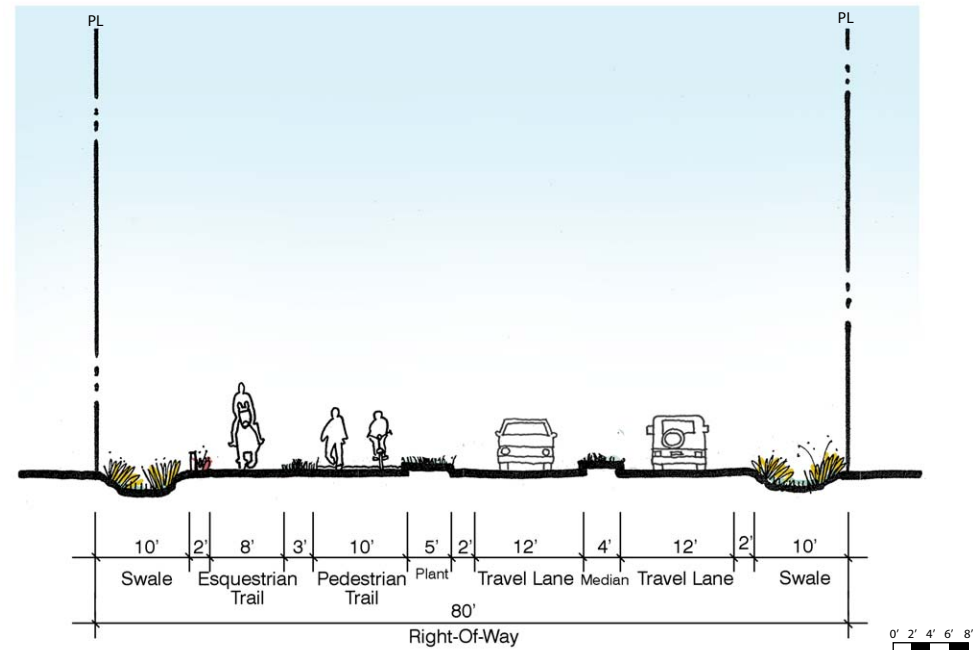
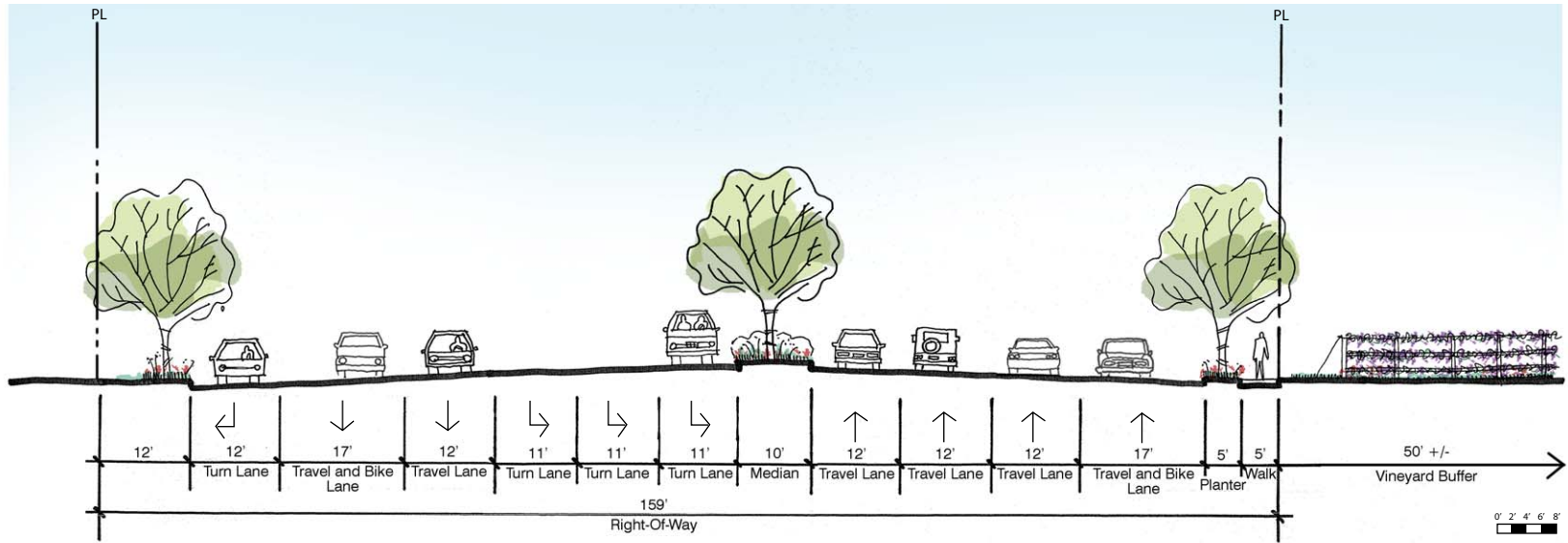


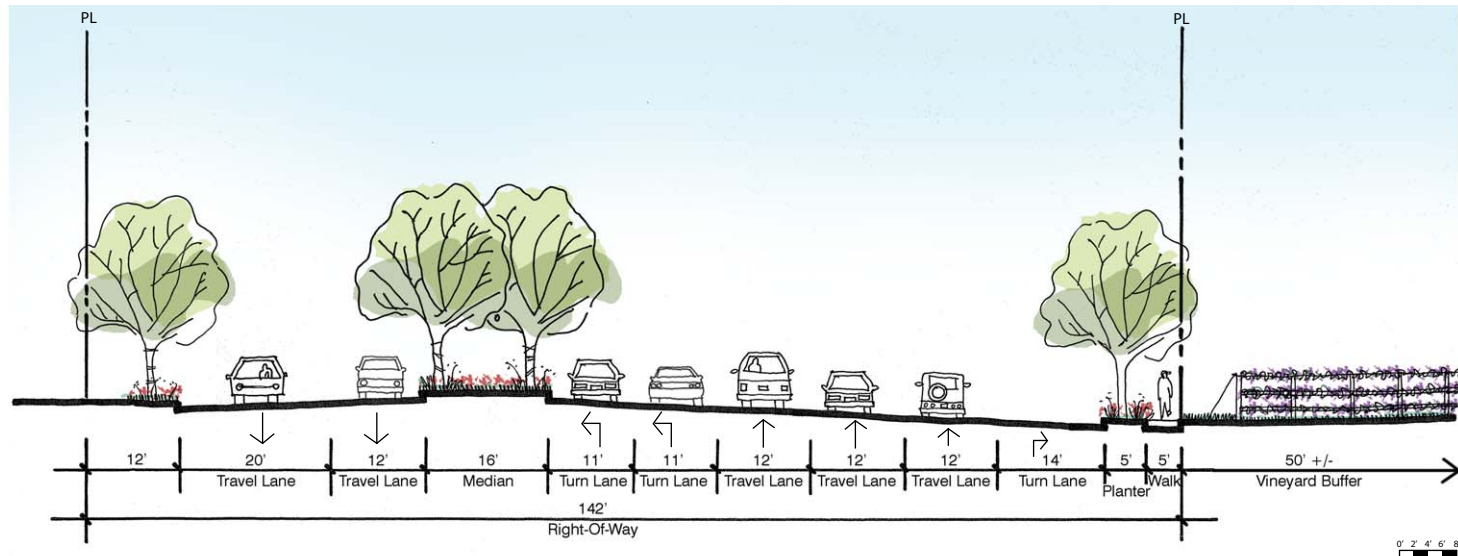
Figure 4-4 Jack London Boulevard Sections C, D1, and D2
 CITY OF LIVERMORE EL CHARRO SPECIFIC PLAN

Note: This figure is conceptual in nature and subject to modifications based on subsequent development review.

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Section E:
El Charro Road at Jack London Boulevard (facing north)

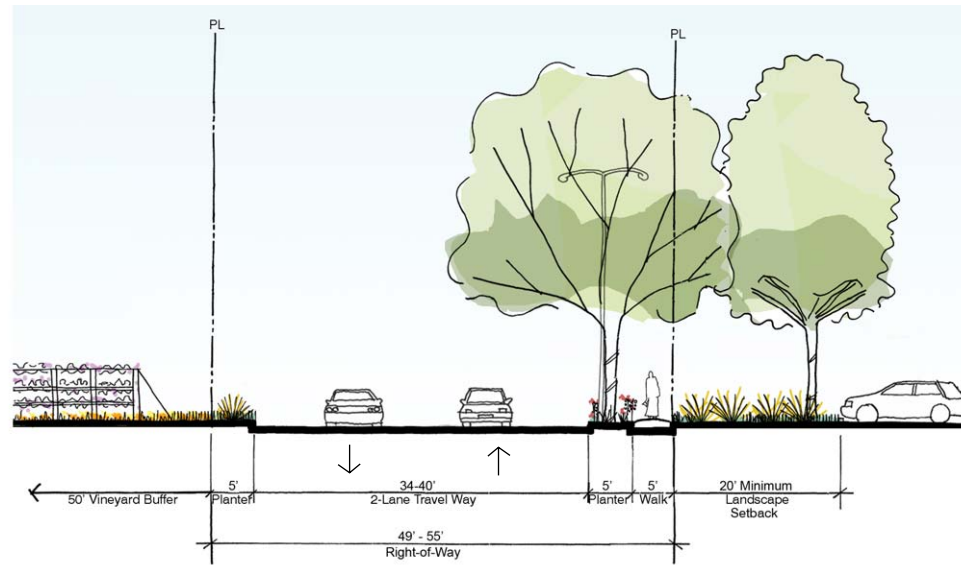


Section F:
El Charro Road south of Jack London Boulevard

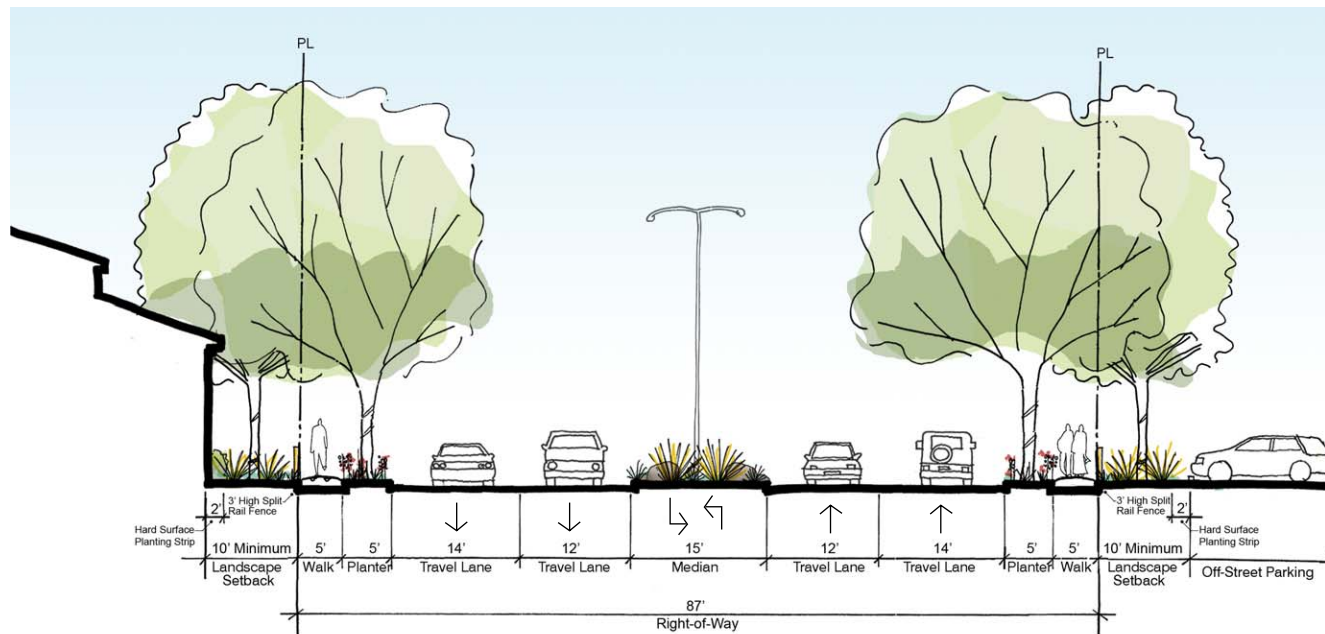
Figure 4-5 El Charro Road Sections
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Note: This figure is conceptual in nature and subject to modifications based on subsequent development review.

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Section G:
*Freisman Road,
 adjacent to Agricultural
 Buffer (facing east)*



Section H:
Road A (facing north)

Figure 4-6 Freisman Road and Road A
 CITY OF LIVERMORE EL CHARRO SPECIFIC PLAN

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Road C will be a cul-de-sac south of Jack London Boulevard running south along the edge of the City-owned property. Road C will align with the access point to the Prime Outlets Livermore Valley site on Jack London Boulevard Boulevard and a traffic signal will be installed. The addition of these public streets improves vehicular circulation throughout the retail district, providing another ingress and egress point for patrons and delivery vehicles, as well as access to public facilities, trails, and open space.

Property Access

Access to the northern Johnson-Himsl property will be provided from three main entrances on Road A, as well as a right-in/right-out access off of Jack London Boulevard along with Road C. The full project buildout will include access to the 12-acre Johnson-Himsl site to the south from Road C. Access to the other privately owned properties will be from Road A, Road B, and/or Friesman Road.

4.4.2 Bicycle Network

Several improvements to the bicycle network are planned for the El Charro Plan Area. New streets may incorporate Class II bike routes where appropriate, and a new section of the regional multi-use trail will be constructed along the southern portion of the Plan Area.

Bike lanes, or shoulders that can accommodate bicycles, will be provided along the Jack London Boulevard extension. Freisman Road, as well as the proposed north/south connectors (Roads A, B, and C) should also be constructed to accommodate bicycles where feasible. Any on-street bike lanes will be required to meet City standards.

Additional improvements to the City of Livermore's bicycle network are also being planned for areas adjacent to the Specific Plan Area. These improvements will help to provide connectivity throughout the City and eventually to development within the Plan Area. These planned improvements include:

- Class II bike route on the proposed extension of SR-84 over I-580, from Airway Boulevard to North Canyon Parkway.
- Class II bike lanes on North Canyon Parkway west of SR-84 into Dublin.
- Class I multi-use trail aligned with Portola Avenue east of the proposed Isabel Avenue extension.

Regional Multi-Use Trail

In support of the City's *Bikeways and Trails Master Plan*, the Specific Plan Area will include a Class I trail corridor that will follow the arroyo along the southern edge of the Plan Area. The trail will start at the existing terminus of the Oaks Business Park, and extend westerly along the southern edge of the Jack London Extension alignment to Arroyo Las Positas. From this point, the trail is proposed to

head westward at the Jack London Boulevard crossing of Arroyo Las Positas along the northern edge of the south detention basin and cross over to the northern side on a new pedestrian bridge near the fish ladder.

This trail will accommodate off-street, multi-use trail facilities, including pedestrian, bicycle, and equestrian facilities. A typical section of the multi-use trail will have a right-of-way of 25 feet. The trail will include a ten-foot hard surfaced trail, an eight-foot equestrian trail, a two-foot planted area on either side, and a three-foot landscaped area separating the hard surfaced trail from the equestrian trail (Section K, Figure 4-7). Exact dimensions may vary to accommodate existing ROW widths. While the City will maintain the extension of the multi-use trail, landowners will be required to provide trail connections through their property as development occurs.

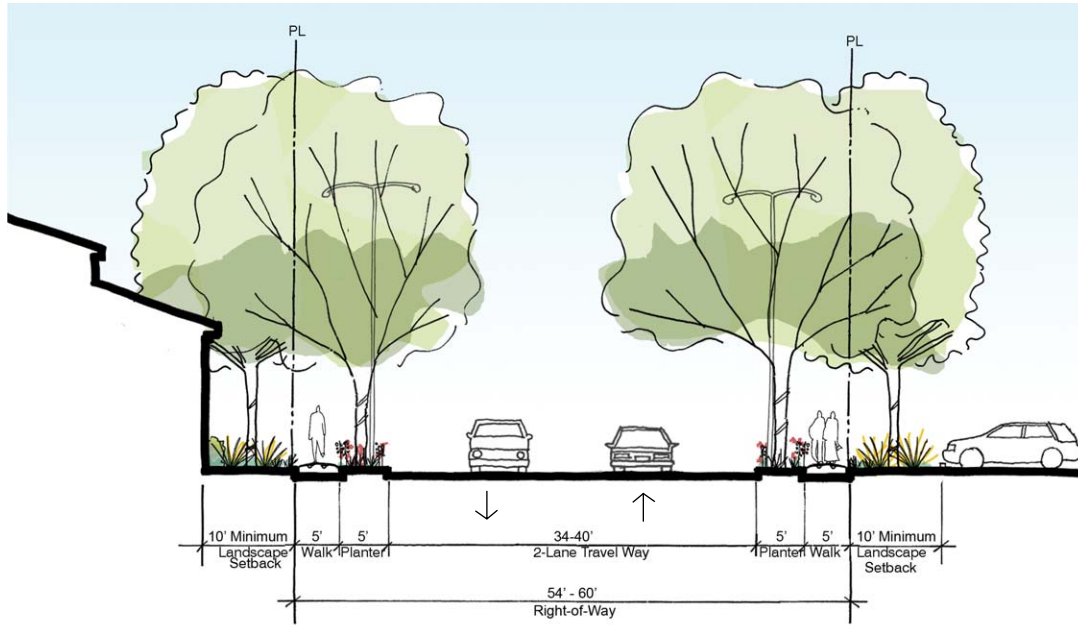
Signage should be implemented that follows the established trail system (pedestrian, bicycle and equestrian scaled, and reflective of the local character), providing identification, directions, and safety warnings at key intersections. This includes clearly identifying locations throughout the Plan Area, including bicycle, horse staging, and parking areas.

This multi-use trail will also connect with a section of the regional trail that was built by Zone 7 just east of El Charro Road. Eventually this regional trail will run west under El Charro Road and connect the City of Livermore's trail system to the City of Pleasanton's trail system. The City of Livermore will coordinate with the Livermore Area Recreation and Park District regarding future trail maintenance and management responsibilities.

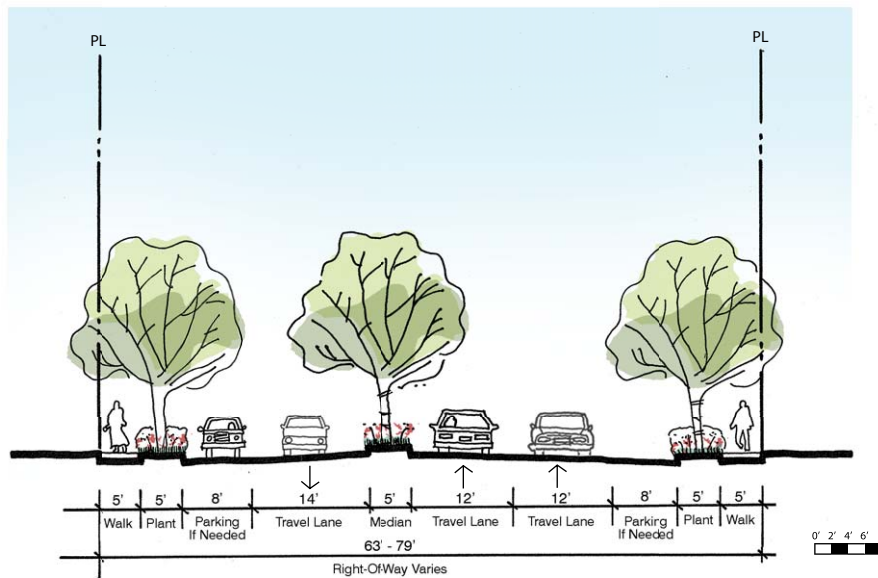
4.4.3 Pedestrian Access

Pedestrian-friendly design elements as well as general pedestrian access will be incorporated into all future site design of the Plan Area, as well as along the City's street network. Sidewalks provided along City streets will be designed to meet City standards and be a minimum of five feet in width. Pedestrian crossings will only be allowed at signalized intersections along all major streets in order to minimize conflicts between pedestrian and vehicular traffic.

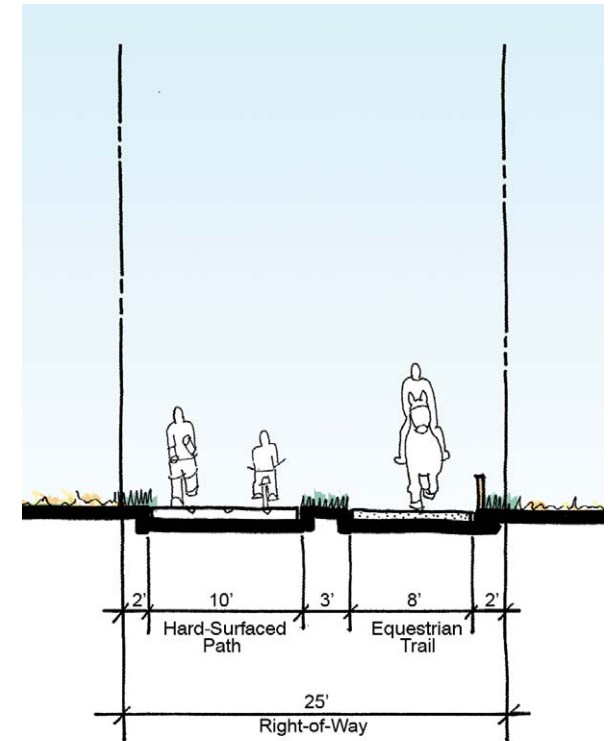
As discussed in the previous section, a regional multi-use trail along the arroyo will be constructed as part of this Plan. Along with bicycles and equestrian uses, the multi-use trail will also accommodate pedestrians. Improvements include multiple connections between the trail and the commercial developments to the north. The regional multi-use trail will be located through the detention area south of Arroyo Las Positas. Connections to the trail will be directed toward major intersections to allow for safe crossing opportunities for pedestrians and other non-motorized forms of transportation.



Section I:
Road B (facing north)



Section J:
Road C



Section K:
Typical Regional Multi-Use Trail*

* Exact surface dimensions may vary to accommodate existing right-of-way widths.

Figure 4-7 Road B, Road C, and Regional Multi-Use Trail
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Internal pedestrian site circulation is an important component of the Specific Plan. Design elements will include pedestrian connections from parking areas to commercial storefronts, wider sidewalks that allow for pedestrian amenities, and human scaled design elements integrated into the building architecture. Strong pedestrian connections between retail developments are encouraged to help reduce unnecessary internal vehicular trips. This will be encouraged through visual queues as well as building placement.

4.4.4 Transit Service

Opportunities to serve the El Charro Specific Plan Area by transit will be reviewed as development occurs. Demand for transit service, such as extension of existing bus routes or creation of new routes will likely increase as retail development occurs. One possible change that would impact the Plan Area includes an extension of the Wheels bus service to Staples Ranch, a proposed mixed-use residential-commercial development on the west side of El Charro Road in Pleasanton. This additional service would only occur if development is realized within the Staples Ranch area.

In addition, Livermore City staff is working with the LAVTA to extend public bus service to the El Charro Plan Area. Development plans shall include adequate space and access points for bus routing and stops. Safe pullout locations for bus stops along Jack London Boulevard should be provided to avoid impeding traffic flow along this main thoroughfare. These stops should be located adjacent to main pedestrian access points. Where appropriate, internal bus stop locations should be provided to enable direct access to retail storefronts and an enhanced level of convenience for transit riders.

Bus shelter facilities should be easily accessible and provide a place of refuge from rain and heat. Bus shelter designs should balance functionality with aesthetic considerations, and reflect the character of the area. The City's Design Guidelines require bus shelter design and materials to tie in with the surrounding street furniture palette and building architecture. All bus shelter placement and design will be approved by LAVTA.

Transit service should also be encouraged by future employers within the Plan Area by providing employees with the opportunity to sign up for transit discount programs such as Commuter Checks and Wage Works.

4.5 STREETScape DESIGN

As the western entrance into the City of Livermore, the Plan Area's streetscape design will serve as a main component in setting the tone for the City and the character of the retail development. The streetscape design should incorporate elements reflective of Livermore and its surrounding environment and highlight its unique character and history. This will be accomplished through the

City gateway element and vineyard buffer, and will be complemented by the other streetscape design features for the area.

Due to the location and nature of the development within the Specific Plan Area, much of the outward facing streetscape design will be auto-oriented, and will consist of elements that can be viewed and appreciated from a distance. However, careful attention to pedestrian connections and scalability will need to be made in order to make these retail developments successful.

4.5.1 Enhancement of the Streetscape

Streetscape enhancements throughout the El Charro Plan Area will be reflective of the community and will create an attractive, vibrant, and comfortable environment. This will include features that help distinguish this area from surrounding developments and create a sense of arrival and place as you approach. The proposed physical improvements, listed below, are designed to meet these goals.

Street Trees and Landscape

Formal street tree planting patterns will be used along some of the public streets. Along other areas, low shrubs, vineyards, and native plantings will be used to provide a more informal and rural feeling to these corridors. A consistent pattern of street trees will be planted within the landscape easements of the street right-of-ways, providing a buffer and shade for the detached sidewalks and surface parking areas, creating a more pedestrian-friendly environment. Particular attention will be made to not create a continuous cover along the public streets in order to avoid blocking views of the distant hillsides through view corridors, as well as the retail and associated buildings within the Plan Area. See Chapter 3 for further guidelines on streetscape landscaping and appropriate plant palette.

4.5.2 Gateway Features

As discussed earlier, the City's western gateway will be incorporated into the streetscape design of the Plan Area. The gateway treatment (discussed in greater detail in Chapter 3) will be comprised of different but complementary components, including distinctive entry corridor elements and landscaping along the entire length of the I-580 frontage area and the eastern side of El Charro Road.

The new intersection of El Charro Road and Jack London Boulevard shall be developed as the western City gateway. Components will include unique landscape and structural elements that announce the arrival to Livermore along with complementary landscape features and similar elements that will be implemented on both the northeast and southeast corners and within the roadway median. The landscape treatment will continue into the Plan Area alongside Jack London Boulevard, terminating at the Road A intersection.

Vineyard buffers will line the northern and western boundaries of the Plan Area, incorporating some of Livermore's rural heritage and character into the new development.

4.5.3 Medians

Medians will be constructed along Jack London Boulevard between El Charro Road and Road A. Raised medians shall be scaled according to allowable right-of-ways (minimum ten foot wide, excluding left-turn pockets), and planted with a regularly spaced single or double row of trees and shrubs while maintaining significant views. Where space permits, street lighting will be located in the median.

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