

Livermore Area Recreation and Park District

Staff Report

TO: Chair Furst and Facilities Committee

FROM: Mathew Fuzie General Manager

PREPARED BY: Patricia Lord, Assistant General Manager

DATE: July 2, 2020

SUBJECT: City of Livermore Project Update on Isabel Neighborhood Specific Plan

RECOMMENDATION: That the Facilities Committee receive an update from the City of Livermore on the Isabel Neighborhood Specific Plan and consider LARPD support for the Project.

BACKGROUND: The Planning Area for the Isabel Neighborhood Specific Plan (Specific Plan) covers approximately 1,138 acres in the northwest part of the City surrounding Isabel Avenue interchange. The Specific Plan proposes development of a complete transit-oriented neighborhood that includes 4,095 new multi-family housing units and 9,100 net new jobs. The Specific Plan includes approximately 2.1 million square feet of net new office, business park, and commercial development, three neighborhood parks, pedestrian and bicycle facilities, and infrastructure improvements. This development is centered on a future Valley Link station at Isabel Avenue in the 1-580 median.

The City Council of Livermore unanimously adopted the Specific Plan and certified the Specific Plan EIR on May 14, 2018. Specific Plan implementation was contingent on the extension of conventional, or full, BART service. In May 2018, the BART Board failed to approve a BART extension to Livermore. While the Specific Plan did not go into effect following the BART Board decision, the Specific Plan EIR remains certified. As a result, the San Joaquin Valley Regional Rail Authority has become the responsible party for extending rail service through the Valley Link project between the Tri-Valley and San Joaquin Valley. On April 8, 2019 the City Council directed staff to update the EIR and the Specific Plan to reflect change in transit from BART to Valley Link. (See Attachment A – City Council Staff Report April 8, 2019 Item 6.03).

As part of Specific Plan preparation, City staff have generated planning level construction and maintenance costs estimates for infrastructure needed to support the Specific Plan. As part of this process, City staff requested cost estimates for the neighborhood parks from the District. In December 2019, in coordination with City staff, District staff assisted by providing the preliminary conceptual design elements and cost estimates for the three proposed park sites within the Specific Plan. (See Attachment B - Isabel Neighborhood Plan Preliminary Conceptual Elements and Cost Estimates). City staff are using this information to identify and secure funding mechanisms.

On June 23, 2020, the City released the Specific Plan and EIR for public review and comment. City Staff anticipates presenting the Plan to Council for adoption this fall.

ATTACHMENT:

- A. City Council Staff Report April 8, 2019 Item 6.03
- B. Isabel Neighborhood Plan Preliminary Conceptual Elements and Cost Estimates



CITY COUNCIL STAFF REPORT

ITEM 6.03

DATE: April 8, 2019

TO: Honorable Mayor and City Council

FROM: Paul Spence, Community Development Director

SUBJECT: Valley Link Rail Transit Project Update and Isabel Neighborhood Specific Plan

RECOMMENDED ACTION

Staff recommends the City Council receive an update on the Valley Link Rail Transit project, authorize staff to update the environmental documentation for the Isabel Neighborhood Plan and direct staff to return to Council with documents necessary to readopt the Isabel Neighborhood Specific Plan.

SUMMARY

In May 2018, the BART Board failed to approve a BART extension to Livermore. As a result, the San Joaquin Valley Regional Rail Authority (Authority) has become the responsible party for extending rail service through the Valley Link project between the Tri-Valley and San Joaquin Valley. Valley Link would provide rail service from the existing Dublin/Pleasanton BART Station to the approved ACE North Lathrop Station, with a future extension to Stockton. Valley Link would match BART service within the Tri-Valley.

The Authority is required to present a project feasibility report detailing this transit connection project by July 1, 2019. Valley Link is proposed to start service between 2023 and 2026, assuming project funding is secured in a timely manner. The system design, technical, and environmental studies are currently underway.

The Planning Area for the Isabel Neighborhood Specific Plan (Specific Plan) covers approximately 1,138 acres in the northwest part of the City surrounding the Isabel Avenue interchange. The Specific Plan proposes development of a complete transit-oriented neighborhood that includes 4,095 new multi-family housing units and 9,100 net new jobs. The Specific Plan includes approximately 2.1 million square feet of net new office, business park, and commercial development (including a neighborhood commercial center), three new neighborhood parks, pedestrian and bicycle facilities, and infrastructure improvements. This development is centered on a future Valley Link station at Isabel Avenue in the I-580 median.

The City Council unanimously adopted the Specific Plan and certified the Specific Plan EIR on May 14, 2018. Specific Plan implementation was contingent on the extension of conventional, or full, BART service. While the Specific Plan did not go into effect following the BART Board decision, the Specific Plan EIR remains certified. City Council directed staff to return for direction on how to proceed with the Specific Plan should the BART Board select an alternative other than full BART service to Livermore.

Since Valley Link will provide rail service comparable to BART within the Tri-Valley, staff recommends readoption of the Specific Plan in its entirety. Keeping the Specific Plan intact is necessary to continue to provide the level of amenities (e.g., trails and parks) and affordable housing within the Planning Area. The existing financing strategy for the Specific Plan is feasible because the total infrastructure cost and affordable housing burden can be funded by the level of development that is proposed (i.e., new homes, office and retail). The level of development envisioned by the Specific Plan is also necessary as a minimum threshold as a customer base to support the development of a retail center for the neighborhood. The Specific Plan would not only supply additional housing needs, but could help the City in meeting its future Regional Housing Needs Allocations in a well-planned concentrated area rather than as a series of infill projects in existing neighborhoods. The Plan also includes an Innovation Hub, which would provide a range of flexible spaces to support innovative companies from startup to scale up. The Innovation Hub will act as an anchor and catalyst for a thriving innovation ecosystem.

If staff is directed to move forward with the Specific Plan, the next steps would include preparing a Supplemental EIR, Specific Plan Revisions, and targeted outreach meetings to update the community on the Valley Link project and the Specific Plan revitalization.

DISCUSSION

Valley Link Project

In October 2017, the Tri-Valley – San Joaquin Valley Regional Rail Authority was formed through California State Assembly Bill 758 (AB 758). The Authority consists of a governing board made up of representatives from fifteen cities (including Livermore), counties, and agencies in the Tri-Valley and San Joaquin Valley region. The Authority was empowered by the State Legislature to plan, design, procure, and construct facilities to achieve transit connectivity between the Tri-Valley and San Joaquin Valley, should the BART Board select a transit alternative other than a preferred alternative for service extension to Livermore. In May 2018, the BART Board failed to approve a BART extension to Livermore. As a result, the Authority has become the responsible party for extending rail service through the Valley Link project between the Tri-Valley and San Joaquin Valley.

Valley Link is proposed as a fixed-rail service from the existing Dublin/Pleasanton BART Station to the approved Altamont Corridor Express (ACE) North Lathrop Station. It would link to the ACE train at Greenville Road in Livermore. Valley Link would use a combination of Diesel Multiple Unit (DMU) and Electric Hybrid Multiple Unit (EMU) rail technology with the ability to convert to battery power in the future. The rail alignment would be located

within the I-580 freeway median through Dublin, Pleasanton, and Livermore; follow the Alameda County Transportation Corridor (formerly the Southern Pacific line) over the Altamont Hills; and then follow along existing rail lines through Tracy to Lathrop, with an ultimate phased extension to Stockton. Potential Livermore stations include Isabel Avenue, Greenville Road, and an infill station at Southfront Road.

Per AB 758, the Authority is required to present a project feasibility report detailing this transit connection project by July 1, 2019. Valley Link is proposed to start service between 2023 and 2026, assuming project funding is secured in a timely manner. The system design, technical, and environmental studies are currently underway. More detailed information can be found on the Valley Link website at www.valleylinkrail.com.

Valley Link contains both Phase I and Phase II improvements. Phase I improvements include construction of a new connecting platform at the existing Dublin/Pleasanton BART Station and new stations at Isabel Avenue and Greenville Road in Livermore and new stations in Mountain House/West Tracy, Downtown Tracy, River Islands, and North Lathrop. Phase II improvements include potential infill stations at Southfront Road in Livermore, Grant Line Road in Alameda County, Ellis Historical in Tracy and a terminus Phase II station in Stockton.

A new tail track just east of Dublin/Pleasanton BART station would be constructed to accommodate one trainset of six cars. This tail track would be located within the I-580 median right-of-way and would allow trains to pass coming into and out of the single Valley Link track. Similarly, a tail track would be constructed at the Greenville station to accommodate one trainset of six cars. Based on the conceptual schedule and operating plan, the tail track at the Greenville station would not be in regular use. Rather, the trail track would offer storage for a disabled train, as well as allow some operational flexibility. All other overnight train car storage and train maintenance would be provided at an Operations and Maintenance Facility in Tracy.

Similar to the BART to Livermore Extension, Valley Link proposes a new station at Isabel Avenue. The amount of parking needed at the Isabel station is still being analyzed. However, parking would be connected to the station via pedestrian bridges crossing I-580 to the north and south. Surface parking is anticipated at the Greenville Station. Additional details for parking at the Greenville Station will be provided in the project feasibility report.

Initially, trains would operate seven days a week from 5:00 a.m. to 8:00 p.m. Initial service levels are shown in Table 1. To meet the 12 minute headways in the Tri-Valley, every other train would start from the Greenville Station as opposed to a train coming from Tracy. The long term operating plan is to match BART operating hours.

Table 1. Initial Valley Link Service Levels

Location	Peak hours¹	Off peak hours
Tri-Valley	Every 12 minutes	Every 30 minutes
San Joaquin Valley	Every 24 minutes	Every hour

Notes:

1. Peak hours will be from 5:00 a.m. to 8:00 a.m. and from 5:00 p.m. to 8:00 p.m. on weekdays.

An initial analysis completed by ACE found Valley Link to have competitive travel time (73 minutes from planned ACE North Lathrop Station to Dublin/Pleasanton BART), significant emissions reduction, and significant environmental benefits. Initial travel demand forecasting shows approximately 25,000 riders per day on Valley Link in 2040. Additional details will be provided in the Valley Link feasibility report that the Regional Rail Authority needs to submit by July 1, 2019.

The total cost of the Valley Link project is estimated to be \$1.8 billion. Existing funding includes the \$588 million that was initially going to be applied to the BART to Livermore Extension. Additional funding will be sought from within both San Joaquin and Alameda County as well as from regional, state, and federal sources. Valley Link would have to compete with other major transportation projects throughout the region in order to receive funding through *Plan Bay Area*, the region's long-range plan that integrates transportation, land use, and open space. The regional funding agencies, including the Metropolitan Transportation Commission, evaluate projects based largely on their costs relative to benefits and ability to meet other policy objectives. Benefits are strongly tied to the ability to generate transit ridership, reduce vehicle miles travelled, and support affordable housing development.

The next steps for the Valley Link project include finalizing the funding plan, continued outreach, Draft EIR circulation and ultimate certification, and final project design and construction. Authority-led outreach events including open houses and workshops have already occurred in San Joaquin Valley. Outreach in the Tri-Valley will occur throughout March and April and includes pop-up events at Livermore's farmer's market and Contreras Market. The EIR is anticipated to be completed and certified by summer 2019 followed by final project design, which is estimated to occur between 2019 and 2020.

Isabel Neighborhood Specific Plan

The Planning Area covers approximately 1,138 acres in the northwest part of the City surrounding the Isabel Avenue interchange. The Specific Plan proposes development of a complete transit-oriented neighborhood that includes 4,095 new multi-family housing units with a 25 percent affordability goal for the overall Planning Area, approximately 2.1 million square feet of net new office, business park, and commercial development (including a neighborhood commercial center), three new neighborhood parks, pedestrian and bicycle facilities, and infrastructure improvements. The majority of changes are focused around a future Valley Link station in the I-580 median. The Specific Plan requires amendments to

the existing General Plan Scenic Corridor and Airport Protection Area policies among other required amendments.

Planning Process

The City began the planning process for the Isabel Neighborhood in 2015. The process included five phases: Visioning; Alternatives; Preferred Plan; Draft Specific Plan and Draft Environmental Impact Report (EIR); and Specific Plan adoption and EIR certification. The first planning phase involved analyzing existing conditions and meeting with residents, community members, and stakeholders to establish a "Vision" for the Isabel Neighborhood. The Vision includes six key themes, each with guiding principles that together describe how the neighborhood should look, feel, and function in the future. These themes include a complete neighborhood; access to open space, arroyos, and scenic views; a well-connected pedestrian and bicycle network; high quality urban design; community gathering spaces; and compatibility with existing uses.

The second planning phase involved creating three alternative land use and transportation scenarios and getting additional feedback from the community. The third planning phase involved preparing a single Preferred Plan, building upon the previous phases. The fourth planning phase involved preparing the details of the Specific Plan and analyzing its impacts in a program-level EIR. The fifth and final planning phase included Council action on the Specific Plan and EIR. Refer to Attachments 2 and 3 for the Specific Plan and Draft EIR.

Outreach

The City conducted public outreach during each planning phase. Staff estimates that the planning team talked to over 800 people at over 50 events, including focus groups, interviews, neighborhood meetings, tables at City events (e.g. farmers' market and wine festivals), presentations to community groups, open houses, a citywide workshop, and public hearings. In addition, the planning team met with stakeholders, including property owners and residents within the Planning Area, developers including affordable housing developers, Lawrence Livermore National laboratory, Sandia National Laboratories, Las Positas College, City advisory committees, housing and social services providers, environmental groups, and community groups.

Staff also received public input on the Specific Plan from the Planning Commission, Historic Preservation Commission, Airport Commission, Livermore Area Youth Advisory Commission, Human Services Commission, Commission for the Arts, and Active Transportation Plan steering committee.

Specific Plan Contents

The Specific Plan establishes a new regulatory framework for guiding private and public development within the Isabel Neighborhood over the next 20 to 25 years. The Specific Plan is formatted in a similar manner as other Specific Plans adopted by the City (i.e., Downtown, South Livermore Valley, El Charro, etc.). The Specific Plan includes eight chapters: 1) Introduction; 2) Land Use; 3) Transportation; 4) Parks, Public Facilities, and Infrastructure;

5) Urban Design; 6) Environmental Resources; 7) Implementation and Financing Strategies; and 8) Policy Amendments. The following sections highlight the land use, phasing program, scenic views, affordable housing strategy, and economic development strategy sections of the Specific Plan.

Land Use

The land use diagram (refer to Attachment 4) includes four residential designations, eight non-residential land use designations, and three overlays. These land use designations are unique to the Isabel Neighborhood. If adopted, the land use regulations established in the Specific Plan will replace the existing General Plan land use designations and zoning in the Planning Area, which primarily allow for business park development. The majority of "Change Areas" are located within the half-mile radius, or walking distance, of the proposed Isabel Avenue Valley Link station (refer to Attachment 5).

Table 2 shows the estimated net new development at 2040, or build-out. Build-out refers to the future scenario in which development has occurred on all properties envisioned for development under the Specific Plan. The build-out scenario includes the estimated number of new households, residents, and jobs in the Neighborhood, and serves as the overall capacity for new development under the Specific Plan. The development values shown in Table 2 were derived from the potential development or redevelopment of the Change Areas in the Planning Area.

Table 2. Estimated Net New Development in 2040

Land Use Type	Within the ½ mile radius of Isabel Avenue Station	Outside the ½ mile radius of Isabel Avenue Station	Planning Area Total
<i>Residential (housing units)</i>	3,525	570	4,095
<i>Non-residential (square feet)</i>			
Office	1,503,400	152,500	1,655,900
Business Park	134,000	106,800	240,800
Neighborhood Commercial	324,300 ¹	0	324,300
General Commercial	107,200	189,100	296,300
General Industrial ²	(413,100)	0	(413,100)
<i>Total Non-residential (square feet)</i>	<i>1,655,800</i>	<i>448,400</i>	<i>2,104,200</i>
<i>Jobs</i>	<i>7,900</i>	<i>1,200</i>	<i>9,100</i>

Notes:

1. Includes Ground Floor Retail/Flex Space
2. As build-out of the Planning Area occurs, General Industrial uses will be replaced with Office, Business Park, Neighborhood Commercial, and General Commercial uses.

Phasing Program

The Specific Plan proposes development to occur in three phases (refer to Attachment 6). The phasing program is currently linked to the BART to Livermore extension, but would be revised to replace the BART to Livermore extension with the Valley Link project. Specifically, Phase I would be linked to approval of the Valley Link project, Phase II would be linked to securing full project funding for the Valley Link project, and Phase III would be linked to the start of construction for the Valley Link project.

Scenic Corridor Amendment

In response to Planning Commission, City Council, and public feedback, staff conducted a detailed analysis of potential scenic corridor impacts following the Alternatives planning phase to identify the best views of hills and strategies for preserving the views. The analysis took into account existing infrastructure, which obscures scenic views when passing through the Planning Area on I-580.

The street grid established by the Specific Plan creates several view corridors when looking to the north at a 90 degree angle from the freeway. However, since the Neighborhood is also viewed from oblique (45 degree) angles by drivers and passengers viewing the area from I-580, various perspectives were considered when identifying the key views to protect.

The Specific Plan requires three Scenic Corridor Amendment Areas: the Core, East Airway, and Portola areas (refer to Attachment 7). Within the Amendment Areas, development is subject to absolute height limits, rather than view angles. The height limits in the Amendment Areas allow the tallest buildings closest to the Valley Link station where scenic views are currently impacted by infrastructure (e.g. Isabel Avenue/I-580 interchange), while locating shorter buildings around the edges to preserve views at oblique angles. Visual photo simulations and animations were shown to the City Council to more clearly illustrate the Scenic Corridor view impacts.

Airport Protection Area Amendment

The Livermore Municipal Airport is adjacent to the Planning Area to the southwest. In 1991, the City of Livermore established an Airport Protection Area (APA) to encourage noise-compatible land uses around the airport. The APA is a rectangular area that extends from the airport runway 5,000 feet to the north, south, and east towards Livermore and 7,100 feet to the west towards Pleasanton. The APA policy, which covers about 65 percent of the Planning Area, prohibits new residential uses within the APA boundary. Therefore, an amendment to the Land Use element of the General Plan is required to allow for build-out of the Specific Plan (refer to Attachment 8). As part of the Specific Plan planning process, staff conducted an assessment of the Specific Plan's land use diagram against the Airport Land Use Compatibility Plan (ALUCP) criteria for noise, safety, airspace protection, and overflight annoyance. The assessment found that the proposed land use plan is consistent with state compatibility criteria. The local APA policy would need to be amended.

Affordable Housing Strategy

The City's Inclusionary Housing Ordinance requires residential development to allocate 15 percent of the total units as affordable units at low- and moderate-income levels. The Specific Plan proposes to increase this requirement to 20 percent by including a mix of income level targets, which will meet the intent of the City's Inclusionary Housing Ordinance. In addition to this increase, a goal of 25 percent affordability is proposed for the overall Planning Area, which could be met in a variety of ways including construction of some 100 percent affordable project(s) in the Planning Area. The proposed inclusionary requirement would result in approximately 1,000 new affordable units built in the City upon Specific Plan buildout.

Economic Development Strategy

The Specific Plan establishes a new, modern regulatory framework that provides clarity and predictability to property owners, developers, and businesses looking to invest or reinvest in the Neighborhood. The Specific Plan increases the development intensity allowed on some of the lands already designated for commercial or business park development by rezoning to Office or Office-Core, resulting in approximately 1.6 million square feet of office, including Class A office space, which the City does not currently have, at build-out. The Specific Plan also retains and updates zoning for almost all of the existing Business Park and General Commercial lands, accommodating a wide range of business types throughout the Neighborhood.

Another key component of the economic development strategy is to promote the development of an Innovation Hub, which would provide a range of flexible spaces to support innovative companies from startup to scale up. The Innovation Hub will act as an anchor and catalyst for a thriving innovation ecosystem.

Analysis

If City Council directs staff to move forward with the Supplemental EIR for the Specific Plan and consideration of Specific Plan readoption in late 2019, staff recommends that the Specific Plan remain intact during this interim period. Staff does not support considering General Plan amendments on a project-by-project basis absent the adoption of the comprehensive Specific Plan. Staff recommends this approach to ensure a complete and vibrant neighborhood with a mix of housing, businesses, and community uses.

In addition, keeping the Specific Plan intact is beneficial for financial feasibility within the Planning Area. The existing financing strategy for the Specific Plan is feasible because the total infrastructure cost and affordable housing burden can be funded by the level of development that is proposed (i.e., new homes, office and retail). If the Planning Area were to be developed through a piecemeal approach, and not part of a comprehensive plan, then it is unlikely that some of the infrastructure amenities (e.g., trails and parks) or affordable housing could be built as envisioned in the Specific Plan. The level of the development envisioned by the Specific Plan is also necessary as a minimum threshold as a customer base to support the development of a retail center for the neighborhood.

Beyond building a complete neighborhood that would be served by transit, the Specific Plan would support the City's housing goals. The State passed extensive housing legislation in 2017 and 2018 due to concerns around lack of housing production and housing affordability. Based on this legislation and new pending bills, the region will be tasked with building additional housing to help address the regional housing shortage. The Specific Plan proposes 4,095 housing units, all of which are within the City's Urban Growth Boundary. In addition, approximately 1,000 housing units would be affordable. The Specific Plan would not only supply additional housing needs, but could help the City in meeting its future Regional Housing Needs Allocations in a well-planned concentrated area rather than as a series of infill projects in existing neighborhoods.

If staff is directed to move forward with the Specific Plan, the next steps would include preparing a Supplemental EIR, Specific Plan Revisions, and targeted outreach meetings to update the community on the Valley Link project and the Specific Plan revitalization.

FISCAL AND ADMINISTRATIVE IMPACTS

Updating the Specific Plan environmental documentation will require staff time and hiring a consultant to prepare a Supplemental EIR at the cost of approximately \$175,000. The Planning Division's proposed budget for Fiscal Year 2019-20 includes funds to cover the project. Staff anticipates City Council consideration of the budget this spring.

ATTACHMENTS

1. City Council Staff Report and Meeting Minutes, dated May 14, 2018
2. Draft Isabel Neighborhood Specific Plan, dated January 2018
(<http://www.cityoflivermore.net/civicax/filebank/documents/17081/>)
3. Draft Isabel Neighborhood Specific Plan Environmental Impact Report, dated January 2018 (http://www.cityoflivermore.net/citygov/cdd/bart/inp_deir.htm)
4. Isabel Neighborhood Specific Plan Land Use Diagram
5. Isabel Neighborhood Specific Plan Change Areas
6. Phasing Subareas (Figure 7-1 of the Draft Specific Plan)
7. Scenic Corridor Amendment (Figure 2-3 of the Draft Specific Plan)
8. Airport Protection Area Amendment (Figure 8-1 of the Draft Specific Plan)

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**ISABEL NEIGHBORHOOD PLAN
PRELIMINARY CONCEPTUAL ELEMENTS AND COST ESTIMATES
FOR PROPOSED PARKS
PREPARED BY LARPD FOR CITY OF LIVERMORE**

DECEMBER 2019

The intent for the Isabel Neighborhood Specific Plan's new neighborhood parks would be designed as "Urban Parks," consistent with the Civic Space standards. Livermore Area Recreation and Park District supports the Isabel Neighborhood Plan proposed park sites with the following preliminary conceptual design elements:

- 1) **The 2.4 acres along Collier Canyon Creek** LARPD recommends making this park site a focal point for natural turf and compatible uses, to include: turf field area to accommodate one full-size soccer field, two futsal courts (could be used for outdoor yoga or other activities), perimeter walking path, benches, shaded group picnic area, outdoor fitness equipment, tot lot, and on-street parking. A restroom or designated space for portable restrooms would be needed. Include an enclosed structure for storage of equipment and supplies, access to water. Adequate lighting for safety.
- 2) **The three acres along the proposed Main Street** would be designed to accommodate community events and oriented in such a way that local residents can view the park. On-street parking is available, and adequate lighting is provided for safety. Amenities include: A passive open space lawn area, shaded pavilion with seating, tot lot, walking path, picnic area, outdoor fitness cluster, and water feature. A restroom or designated space for portable restrooms would be needed for community events.
- 3) **The two acres south of the freeway that honors the history of the site and agricultural heritage of the Planning Area.** This site is recommended for passive use, including: a community garden shaded outdoor education gathering area with native plant garden, and public art/interpretive displays of the agricultural heritage. Off-street parking should be accommodated for possible school bus field trips. A restroom or designated space for portable restrooms would be included.

Order of Magnitude Cost Estimates

The exact size, location and features of each park will be finalized at the time of development. The Order of Magnitude (OOM) Cost estimates consider hard costs, soft costs and contingency including: design, site analysis, topographic survey, plan check and review, permits, environmental review, project management, construction management, demolition, earthwork and site preparation, irrigation, and inspections. In addition, ongoing maintenance and replacement costs need to be considered. Cost estimates are preliminary and subject to change.

**Preliminary Order of Magnitude Cost Estimates
For Proposed Parks
Isabel Neighborhood Plan
December 2019
DRAFT**

Proposed Parks	2.4 acres along Collier Canyon Creek	3 acres along the proposed Main Street	2 acres south of the freeway that honors the history and agricultural heritage of site
Conceptual Elements	<ul style="list-style-type: none"> • Turf field • Tot Lot • Futsal Courts • Walking Path • Benches • Shaded Group Picnic Area • Restrooms • On-street parking • Storage area • Fitness Cluster • Adequate lighting for safety • Drought resistant landscaping 	<ul style="list-style-type: none"> • Passive lawn area • Adequate lighting for safety • Shaded pavilion with seating designed to accommodate events • Tot lot • Walking path • Picnic area • Outdoor fitness cluster • Restroom • Water feature/public art • Drought resistant landscaping 	<ul style="list-style-type: none"> • Community garden • Shaded outdoor education gathering area • Native plant garden • Public art • Interpretive displays of agricultural • Restroom • Adequate lighting for safety • Limited off-street parking for school bus field trips • Drought-resistant landscaping
OOM Cost Estimates	\$3.5M	\$4M	\$2.5M
Annual Combined Maintenance Cost Estimates	\$15K	\$18K	\$10K
Replacement Costs for benches, picnic tables, tot lot resurfacing, etc.(10 years)	\$130K	\$140K	\$100K