

3.1 Land Use, Population, and Housing

Environmental Setting

This section describes existing land uses in the Planning Area, as well as existing relevant land use policies and regulations. Existing land use conditions are drawn from the Isabel Avenue BART Station Area Plan Existing Conditions Report (City of Livermore, 2015).

PHYSICAL SETTING

Existing Land Use Structure

The Planning Area can be divided into four quadrants by the I-580 corridor and Isabel Avenue, as shown in Figure 3.1-1: Existing Land Use. Areas north of I-580 are generally accessed from the east-west North Canyons Parkway/Portola Avenue arterial roadway, and development south of I-580 is generally accessed from Airway Boulevard. Isabel Avenue and Airway Boulevard connect to I-580.

Exit ramps off the two interchanges within the Planning Area—at Airway Boulevard and Isabel Avenue—establish important points of entry, or gateways, into the City and the Planning Area. An additional gateway into Livermore is proposed at the Planning Area’s west edge, with the extension of Dublin Boulevard to North Canyons Parkway.

Apart from the hillsides to the north, the major topographical feature that lends character and structure to the Planning Area is the creeks system. Collier Canyon Creek flows south and west across the Planning Area from the west side of Las Positas College, is culverted under I-580, and channelized south of Kitty Hawk Road. Arroyo Las Positas flows east-west through the Planning Area from the north side of I-580 to the Las Positas Golf Course. A seasonal drainage flows south along the west side of Cayetano Park and into Arroyo Las Positas.

Existing Land Uses

The total acreage of existing land uses within the Planning Area is shown in in Table 3.1-1. Excluding the rights-of-way, there are approximately 906 acres in the Planning Area. Approximately 222 acres, or 20 percent of this area, is currently vacant or undeveloped. This includes large areas north of I-580 on either side of Isabel Avenue, several parcels on the east side of Collier Canyon Road, and the block containing three large parcels between the Shea Homes Montage project and Portola Avenue.

The remainder of the Planning Area—approximately 684 acres—is developed with a range of industrial, commercial, residential, institutional, and open space uses. Of the 160 acres of

Educational/Institutional land uses, Las Positas College occupies 147 acres in the northernmost part of the Planning Area. Meanwhile, General Industrial/Warehousing—the second-most represented land use category currently in the Planning Area—occupies 152 acres.

Retail and commercial uses in the Planning Area are limited. South of I-580, they include several restaurants, a convenience store, a coffee shop, a fitness club, an extended stay hotel, an event center, a family amusement center, and a car dealership. North of I-580, commercial uses include a gas station, several hotels, a casino, a fast food restaurant with a drive-through, and Costco. Commercial uses at the east end of the Planning Area include two storage facilities, an RV center, and an auto repair shop.

There are currently approximately 907 housing units within the Planning Area, located in two residential areas, as well as an additional 476 units under construction. The residential developments west of Collier Canyon Road are all townhomes or condominiums, and the Shea Homes Montage project east of Collier Canyon Road is a mix of single-family and condominium/townhouse units. Adjacent to the residential uses, there are 19.6 acres of private open space. There is only one public park within the Planning Area—the 11.8-acre Cayetano Park on Portola Avenue.

The single agricultural use within the Planning Area—a 21-acre parcel located on East Airway Boulevard—is an unincorporated County parcel.

Surrounding Land Uses

Surrounding the Planning Area on the north side of the freeway are hillsides used for agriculture and undeveloped County land. South of the freeway, adjacent uses include the Livermore Municipal Airport, the Las Positas Golf Course, and light industrial development west of Stealth Street.

An established single-family residential neighborhood bounds the Planning Area to the southeast. E. Airway Boulevard and Sutter Street provide the only roadway links between this neighborhood and the Planning Area. The lack of connecting streets, along with walls, fences, and a self-storage facility, separate the residential area from adjacent industrial development.

An apartment complex, auto repair shop, and small mobile home park are located next to the far eastern boundary of the Planning Area.

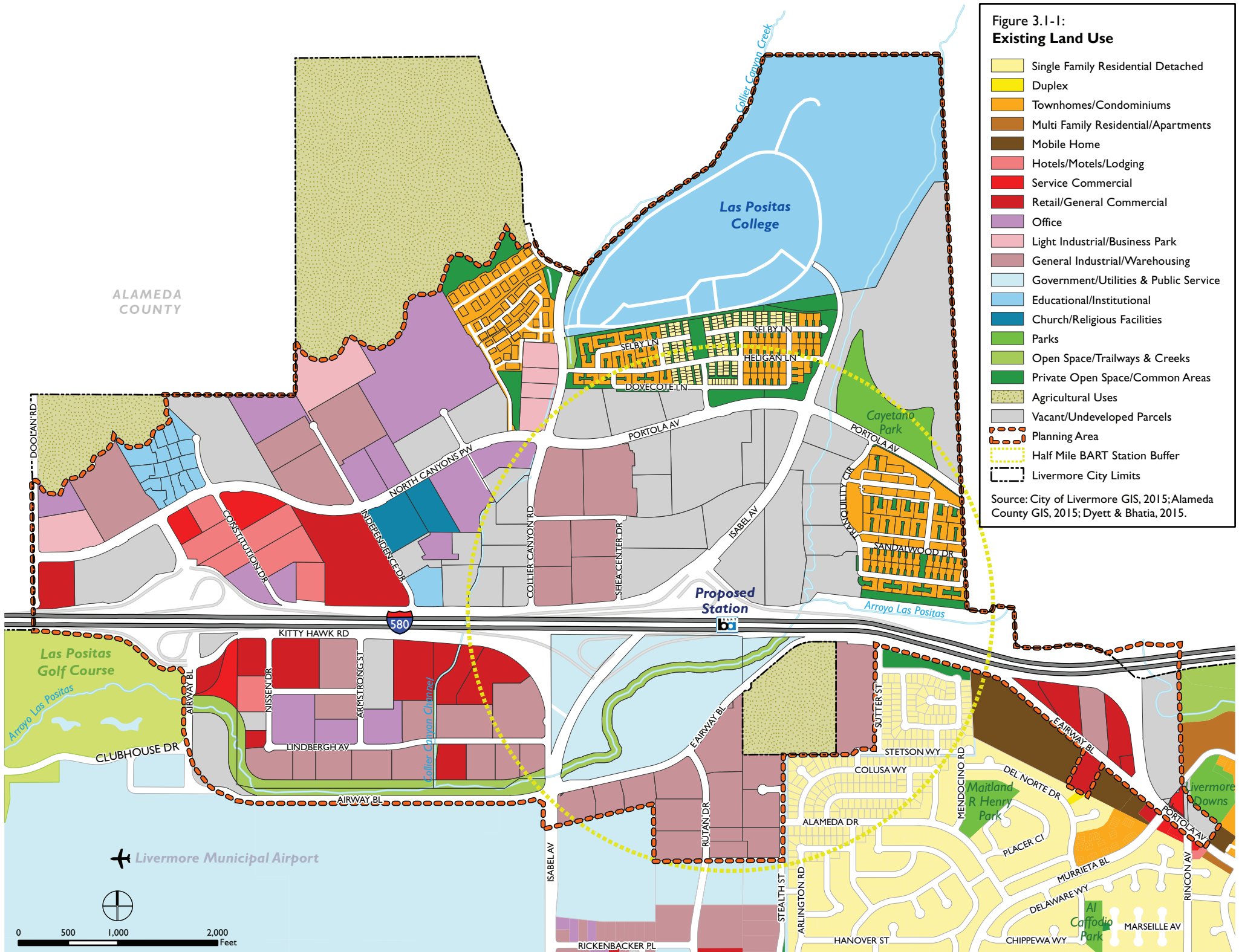


Table 3.1-1: Existing Land Uses in the Planning Area

<i>Land Use</i>	<i>Acres</i>	<i>Percent</i>
Residential		
Single Family Residential Detached	7.9	0.7%
Townhomes/Condominiums	56.2	4.9%
Commercial		
Hotels/Motels/Lodging	19.6	1.7%
Service Commercial	8.5	0.7%
Retail/General Commercial	56.3	4.9%
Office	68.2	6.0%
Industrial		
Light Industrial/Business Park	19.4	1.7%
General Industrial/Warehousing	151.8	13.3%
Public/Institutional		
Government/Utilities & Public Service	44.6	3.9%
Educational/Institutional	159.8	14.0%
Church/Religious Facilities	8.3	0.7%
Parks	11.8	1.0%
Open Space/Trail & Creeks	24.6	2.2%
Private Open Space/Common Areas	25.9	2.3%
Other Non-Residential		
Agricultural Uses	21.1	1.9%
Vacant/Undeveloped Parcels	221.7	19.5%
Right of Way	231.7	20.4%
Total	1,137.5	100%

Source: City of Livermore GIS, 2014; Alameda County GIS, 2015; Dyett & Bhatia, 2015.

REGULATORY SETTING

Regional Plans and Programs

Plan Bay Area

The Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments (ABAG), and Bay Conservation and Development Commission (BCDC) adopted *Plan Bay Area* in July 2013. As described in Chapter 1 of this EIR, Introduction, *Plan Bay Area* is the integrated land use/transportation plan and demographic/economic forecast for the nine-county region of the San Francisco Bay Area. The plan coordinates housing plans, open space conservation efforts, economic development strategies, and transportation investments. In July 2017, the regional agencies adopted the first update to *Plan Bay Area*, which occurs every four years.

One of the main goals of *Plan Bay Area* is to reduce greenhouse gas emissions from cars and light-duty trucks through the year 2040 to meet state goals under Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act of 2008. Under SB 375, Metropolitan Planning Organizations such as MTC must develop a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). *Plan Bay Area* functions as both the SCS and the RTP for the region.

To reduce greenhouse gases emissions, *Plan Bay Area* promotes compact, mixed-use, infill development within walkable/bikeable neighborhoods close to public transit, jobs, schools, shopping, parks, recreation, and other amenities. Local jurisdictions voluntarily identified Priority Development Areas (PDAs) as appropriate locations for these types of neighborhoods. PDAs are eligible for capital infrastructure funds, planning grants, and technical assistance. The adopted *Plan Bay Area* estimates that approximately 80 percent of the region's future housing needs may be met within PDAs. The strategy of focusing growth in PDAs maximizes travel choices, reduces dependency on driving, takes advantage of existing infrastructure capacity, and reduces pressure to develop open space.

In April 2012, upon the City of Livermore's recommendation, ABAG established the Isabel Avenue/BART Station Planning Area as a PDA. The *Plan Bay Area* PDA Showcase description for the Isabel Avenue/BART Station Planning Area is as follows:

The vision for this area is a transit-oriented, neighborhood scale community with a mix of housing types in close proximity to transit and multi-use trail connections, and existing and expanding employment center, including a major employer and a regional educational institution. Bus transit will provide local and regional transit connections for residents, commuters, college students and faculty. This area will serve commuters, new residential development, and the college while minimizing traffic, noise and other impacts on centrally located neighborhoods.

The proposed Isabel Neighborhood Plan will serve as a PDA Plan, which will move the Isabel PDA from "potential" to "planned" and qualify the neighborhood for additional funding opportunities.

BART Affordable Housing Policy

In January 2016, BART adopted its Affordable Housing Policy that requires that at each station where development is pursued, the cumulative development consist of a number of affordable housing units amounting to no less than 20 percent of the total proposed housing units on the property. This goal is for the total aggregate number of residential units on BART property at the station, regardless of the planned phasing of the project.

BART Transit-Oriented Development (TOD) Policy

In June 2016, BART adopted its TOD Policy, which sets goal and strategies to strengthen the connections between people, places, and services and enhance BART's value as a regional resource. The policy's goals include:

- **Complete Communities.** Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and incomes.

- **Sustainable Communities Strategy.** Lead in the delivery of the region’s land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.
- **Ridership.** Increase BART ridership, particularly in locations and times when the system has capacity to grow.
- **Value Creation and Value Capture.** Enhance the stability of BART’s financial base by capturing the value of transit, and reinvesting in the program to maximize TOD goals.
- **Transportation Choice.** Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property, through enhanced walkability and bikeability, and seamless transit connectivity.
- **Affordability.** Serve households of all income levels by linking housing affordability with access to opportunity.

BART Station Access Policy

In June 2016, BART adopted its Station Access Policy, which sets goal and strategies to enable riders to get to and from stations safely, comfortably, affordably, and cost-effectively. The policy’s goals include:

- **Safer, Healthier, Greener.** Advance the region’s safety, public health, and greenhouse gas and pollution-reduction goals.
- **More Riders.** Invest in station access to connect more riders cost-effectively, especially where and when BART has available capacity.
- **More Productive and Efficient.** Manage access investments, programs, and current assets to achieve goals at the least cost.
- **Better Experience.** Be a better neighbor, and strive for an excellent customer experience, including on the first and last mile of the trip to and from BART stations
- **Equitable Services.** Invest in access choices for all riders, particularly those with the fewest choices.
- **Innovation and Partnerships.** Be an innovation leader, and establish durable partnerships with municipalities, access providers, and technology companies.

Local Regulations and Plans

City of Livermore General Plan (2003-2025)

The General Plan is the City of Livermore’s fundamental land use and development policy document that guides development and conservation in the City through 2025. The City’s General Plan establishes an overall development capacity for the entire city, based on the land use designations for each property and other assumptions about how and where growth will occur. The City and partner agencies rely on the General Plan to coordinate the provision of public services and infrastructure overtime. Since its adoption in 2004, the Plan has undergone several amendments: the Land Use element was last amended in 2017; the Community Character Element and the Circulation Element in 2014; and the Housing Element in 2015.

Relevant Policies

The existing General Plan's Land Use Element includes policies to locate new development so as to create a consolidated pattern of urbanization, create neighborhoods that include a mix of uses and a range of housing types to meet the needs of all residents, develop and phase new housing at a rate that can be absorbed by public infrastructure, and create neighborhoods near transit that include high-density mixed-use development.

The Circulation Element includes policies to plan for Complete Streets, or streets that support all transportation systems throughout the City, promote multi-modal transportation, and ensure a well-coordinated regional transportation system that serves Livermore and the surrounding region.

The Housing Element includes policies to facilitate the production of affordable housing through the regulation of and incentives to new development and encourage affordable housing near transit services.

Land Use Designations

Existing General Plan land use designations within the Planning Area, shown in Figure 3.1-2, include primarily Business Commercial Park (BCP) and Low Intensity Industrial (LII). As described in the Land Use Element of the General Plan, the BCP designation "encourages the development of employment-generating activities adjacent to destination-oriented and limited retail commercial uses" and may include office and light industrial activities; large, planned commercial centers; or stand-alone big-box retailers. The LII designation includes manufacturing, warehousing, research and development facilities, and administrative and professional offices.

Other land use designations within the Planning Area include Community Facility on the Las Positas College campus (CF-JC); Service Commercial (SC); Highway Commercial (HC); Urban High-Residential (UH-4); Open Space (OSP); and Hillside Conservation areas (HLCN). In addition, there is one unincorporated parcel just southeast of the proposed BART station that is designated Limited Agriculture in the Alameda County General Plan.

While development standards are generally determined by the Livermore Development Code, the General Plan establishes the allowed density/intensity ranges for each designation.

Housing Implementation Program

Based on the City's 2003 General Plan, Livermore has adopted a housing growth range between 140 and 700 dwellings per year. This equates to 0.5 to 2.5 percent of the total number of existing housing units in 2002. To ensure development occurs within this growth range, the City allocates housing units to development projects through the Housing Implementation Program (HIP), which the City updates every three years. As part of the HIP update, the City completes a Community Services and Infrastructure Report to ensure there is adequate capacity to serve new development with respect to infrastructure and services (e.g., street capacity, sewer, water, fire, police, and schools). The goal of this report is to ensure that population growth does not outpace the ability to provide services and infrastructure.

The City can dedicate housing units to specific locations to support residential development and encourage phasing of development overtime. For example, the HIP set aside 200 units to the

Downtown area each year between 2004 and 2014. These units were available for allocation at any time during that period, and unallocated units have carried forward to the current HIP cycle. If or when the remaining units for Downtown development are allocated, the City can consider adding more units.

Urban Growth Boundary

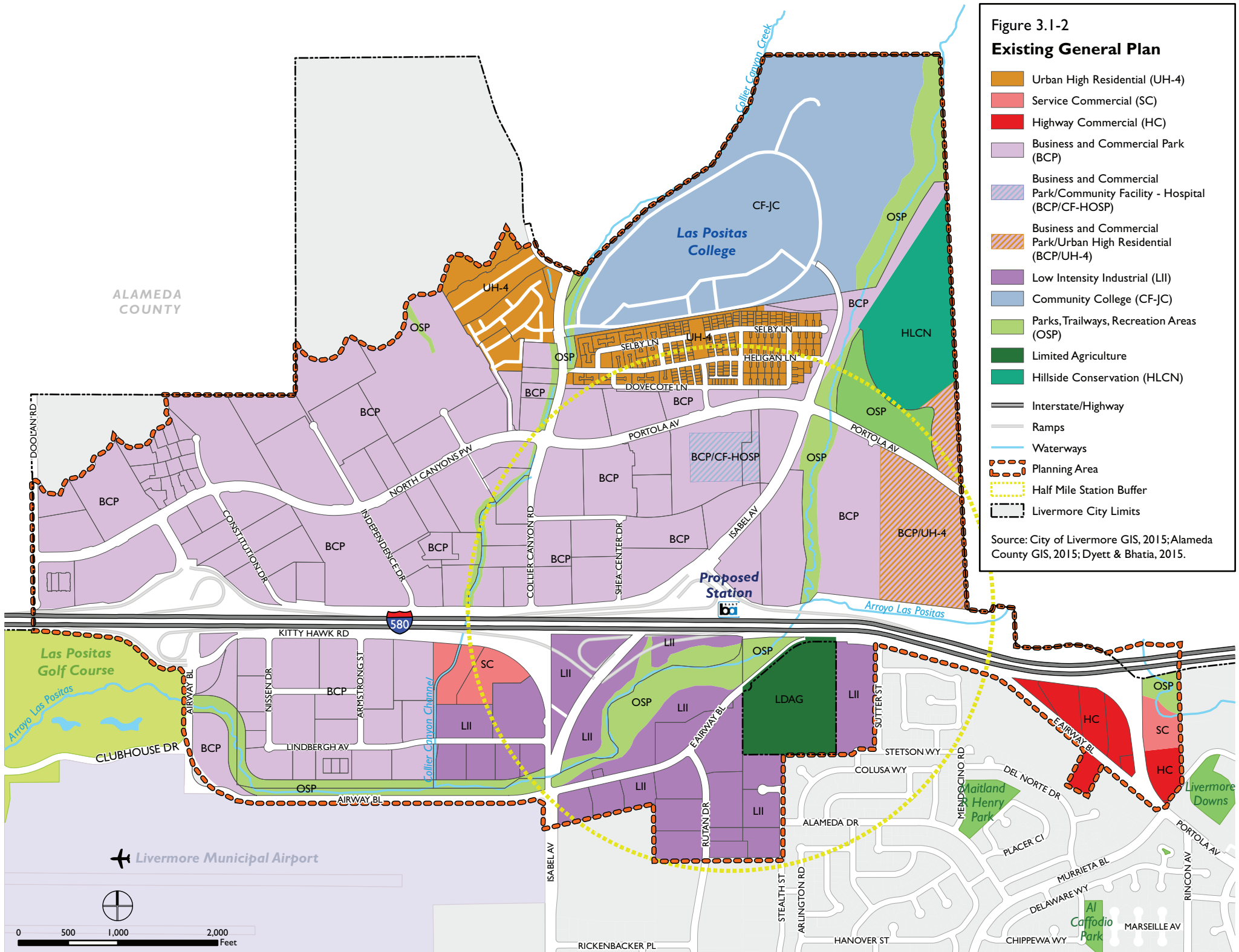
Livermore's growth management program also includes the North Livermore and South Livermore Urban Growth Boundaries (UGB) around Livermore, beyond which the City is not permitted to extend urban services (e.g., sewer, water). Only compatible rural residential, open space and agricultural uses are allowed outside of the growth boundaries. The UGB policies can only be changed by voter approval. This approach helps preserve open space and agricultural lands surrounding the City. Policies such as the Transferable Development Credits (TDC) Program help reinforce open space preservation in North Livermore, by allowing rural property owners to sell credits to builders within the UGB.

Livermore Development Code and Zoning Map

Effective 2010, the Livermore Development Code replaced the previous Livermore Planning and Zoning Code. The Development Code establishes development standards for each standard zoning district, processes for reviewing proposals and issuing land use permits, and provisions for special uses and building types. The updated Development Code created new "form-based" zones for the neighborhoods north and south of Downtown to reinforce the traditional design and walkable nature of these areas.

Figure 3.1-3: Current Zoning, shows the existing zoning of parcels within the Planning Area, and Table 3.1-2 lists the height, lot coverage, and FAR standards for those zoning designations, as established in Section 3.03 of the Development Code. Standard zoning districts within the Planning Area include: Highway Service Commercial (CHS), Commercial Service (CS), Education and Institution (E), Research and Development (I-1), Light Industrial (I-2), and Open Space – Floodplain (OS-F). Most parcels within the Planning Area are primarily categorized as Planned Development (PD) on the City's zoning map. PD designations establish site-specific standards, rather than referring to the standards in the Development Code.

Figure 3.1-2
Existing General Plan



Source: City of Livermore GIS, 2015; Alameda County GIS, 2015; Dyett & Bhatia, 2015.

0 500 1,000 2,000 Feet

Figure 3.1-3
Current Zoning

Commercial

- Commercial Service (CS)
- Highway Commercial Service (CHS)

Industrial

- Light Industrial (I-2)
- Research and Development (I-1)

Other

- Open Space Flood Plain (OS-F)
- Education and Institutions (E)

Planned Development

- Planned Unit Development (PUD)
- Planned Development Commercial (PDC)
- Planned Development Industrial (PDI)
- Planned Development (PD)
- Planned Development Residential (PDR)

Interstate/Highway
 Ramps
 Waterways
 Planning Area
 Half Mile Station Buffer
 Livermore City Limits

Source: City of Livermore GIS, 2014; Alameda County GIS, 2015; Dyett & Bhatia, 2015.

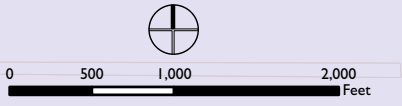
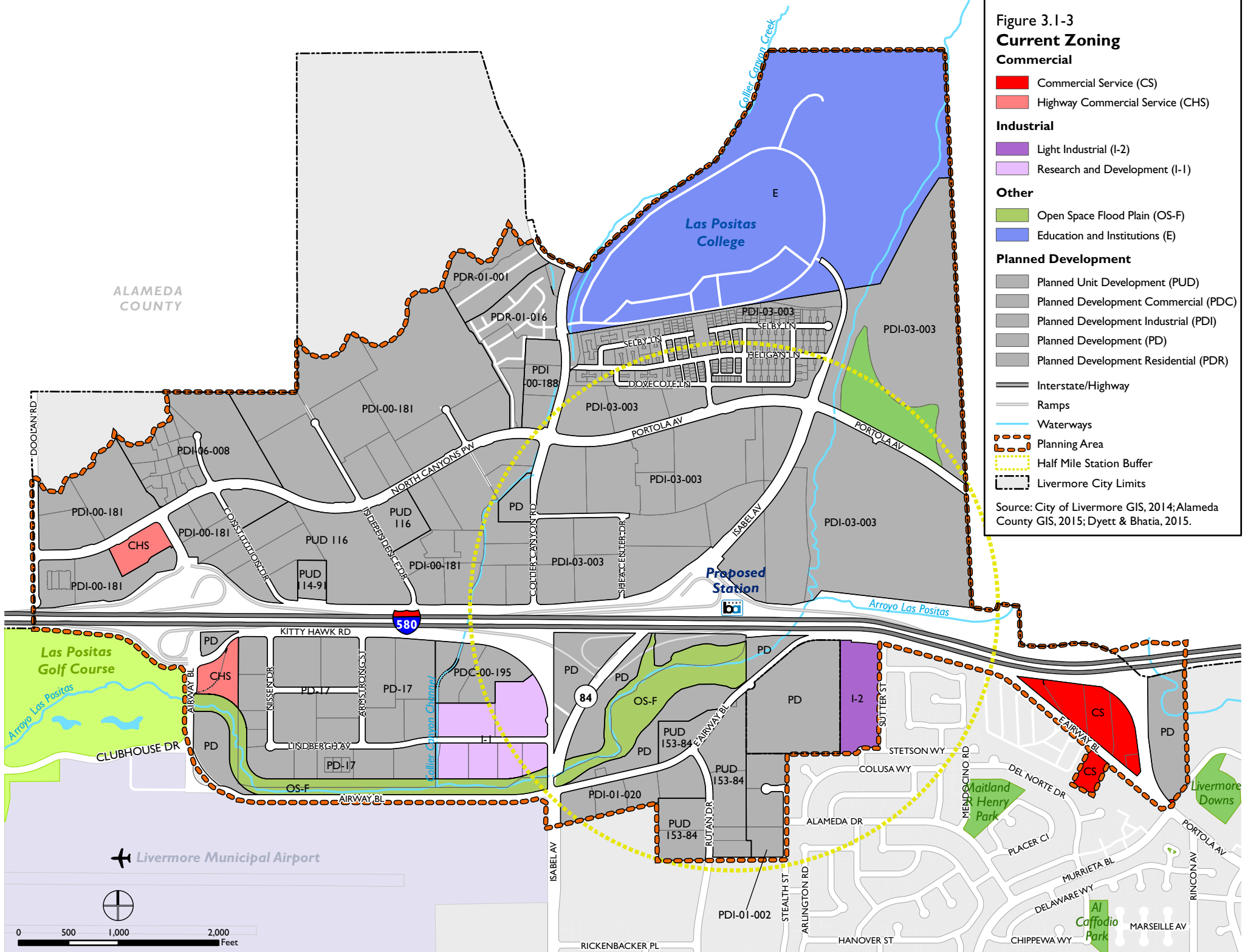


Table 3.1-2: Existing Development Standards

<i>Standard</i>	<i>I-1 and I-2</i>	<i>CHS</i>	<i>CS</i>	<i>E</i>	<i>OS</i>
Height	Max. 45 feet; 100 feet with CUP ¹	Max. 35 feet; 50 feet with CUP	Max. 35 feet; 50 feet with CUP	Max. 35 feet	Max. 35 feet
Lot Coverage	Max. 45%	30-50% ²	None	Max. 50%	Max. 35%
FAR ³ /Density	None	None	Max. FAR 0.30	None	None

Source: City of Livermore Development Code.

Affordable Housing

Section 10.06.050, Affordable Housing, of the Development Code establishes inclusionary housing requirements for residential subdivisions in Livermore. Outside of the Downtown area, developments of for-sale units must set aside 15 percent of the total as affordable to low- and moderate-income households. In Neighborhood Plan areas (not including the Isabel Neighborhood Plan), 15 percent of all rental units must be set aside for very low- and low-income households. In Downtown, 10 percent of units shall be set aside for low-income households in both for-sale and rental projects. On-site affordable units must be integrated throughout the development and comparable to the market-rate units in unit type, bedroom mix, and exterior appearance. The units must remain affordable for at least 55 years through deed restriction.

Applicants of residential subdivisions may request an alternative method of compliance to satisfy affordable housing requirements subject to City Council approval. These methods include: providing secondary dwelling units to satisfy up to 20 percent of the requirement, constructing affordable housing units off-site, paying an in lieu fee (as specified in Livermore Municipal Code 3.26.050), or dedicating off-site land to the City for affordable housing development. The in lieu fees, along with Low-income Housing Impact fees collected from commercial development, go into the City’s Affordable Housing Fund. The City uses this Fund for a variety of activities related to increasing, preserving, and enhancing the affordable housing stock.

These alternative methods have complemented the on-site inclusionary requirement and have contributed to the production of affordable housing throughout Livermore. For example, the City recently approved a mixed-income project that includes 114 affordable rental units for seniors and families on a site that the City acquired using the Affordable Housing Fund and land dedication.

¹ Conditional Use Permit (CUP): The conditional use permit procedure provides a means whereby the city may consider and either approve, conditionally approve, or deny certain proposed uses. The procedure is intended to be permissive in that it allows the approval of certain conditional uses where it can be found that the city can do so and still control development and subsequent performance. It is intended to be prohibitive in that the city may deny certain uses where it is found that the use cannot be allowed without detriment to the adjacent land use and to the spirit and intent of the general plan and zoning code.

² With an underlying Business Commercial Park General Plan land use designation.

³ Floor Area Ratio (FAR): The floor area of the building divided by the total site area.

Density Bonus

Section 6.02.030, Density Bonuses, of the Development Code establishes the City's Density Bonus program, consistent with State density bonus law (California Government Code Section 65915-65918). The program allows a project that provides below market rate (BMR) units to exceed the site's baseline density under the General Plan by up to 35 percent and to request up to three developer incentives (i.e., flexibility in development standards). The extent of the density bonus and number of incentives depends on the share of BMR units provided and the level of affordability (very low-, low-, or moderate-income). Projects that provide 100 percent of the units for seniors also qualify for a 20 percent density bonus.

Livermore Climate Action Plan

Effective 2012, the Livermore Climate Action Plan identifies strategies for the City to reduce its greenhouse gas emissions. These strategies include TOD, transit enhancements, and bicycle and pedestrian system improvements. In addition to reducing greenhouse gas emissions, these land use and transportation strategies also increase connectivity within Livermore. Refer to Section 3.4: Energy, Greenhouse Gases, and Climate Change, of this EIR for additional details about the Livermore Climate Action Plan.

Livermore Municipal Airport Land Use Compatibility Plan and Airport Protection Area

The Livermore Municipal Airport is located entirely within the City of Livermore, just southwest of the Planning Area. The City of Livermore designated the Airport Protection Area (APA) as a General Plan policy in 1991. The policy prohibits new residential uses within the APA boundary to reduce land use conflicts with the airport. Section 4.02.040.C of the Development Code states that no structures within 5,000 feet of an airport runway shall exceed 40 feet in height. The APA is rectangular and extends from the airport runways 7,100 feet to the west towards Pleasanton and 5,000 feet in other directions towards Livermore. The APA covers approximately 65 percent of the Planning Area (shown in Figure 3.1-4, Local Airport Policies).

In 2012, the Alameda County Airport Land Use Commission (ALUC) and the City of Livermore adopted the Livermore Municipal Airport Land Use Compatibility Plan (ALUCP). The ALUCP establishes detailed land use criteria, including safety compatibility zones, noise contours, and height restrictions. These criteria apply current airport planning standards and guidance, and provide a more precise and modern tool for promoting compatibility between the Livermore Municipal Airport and its surroundings than the APA.

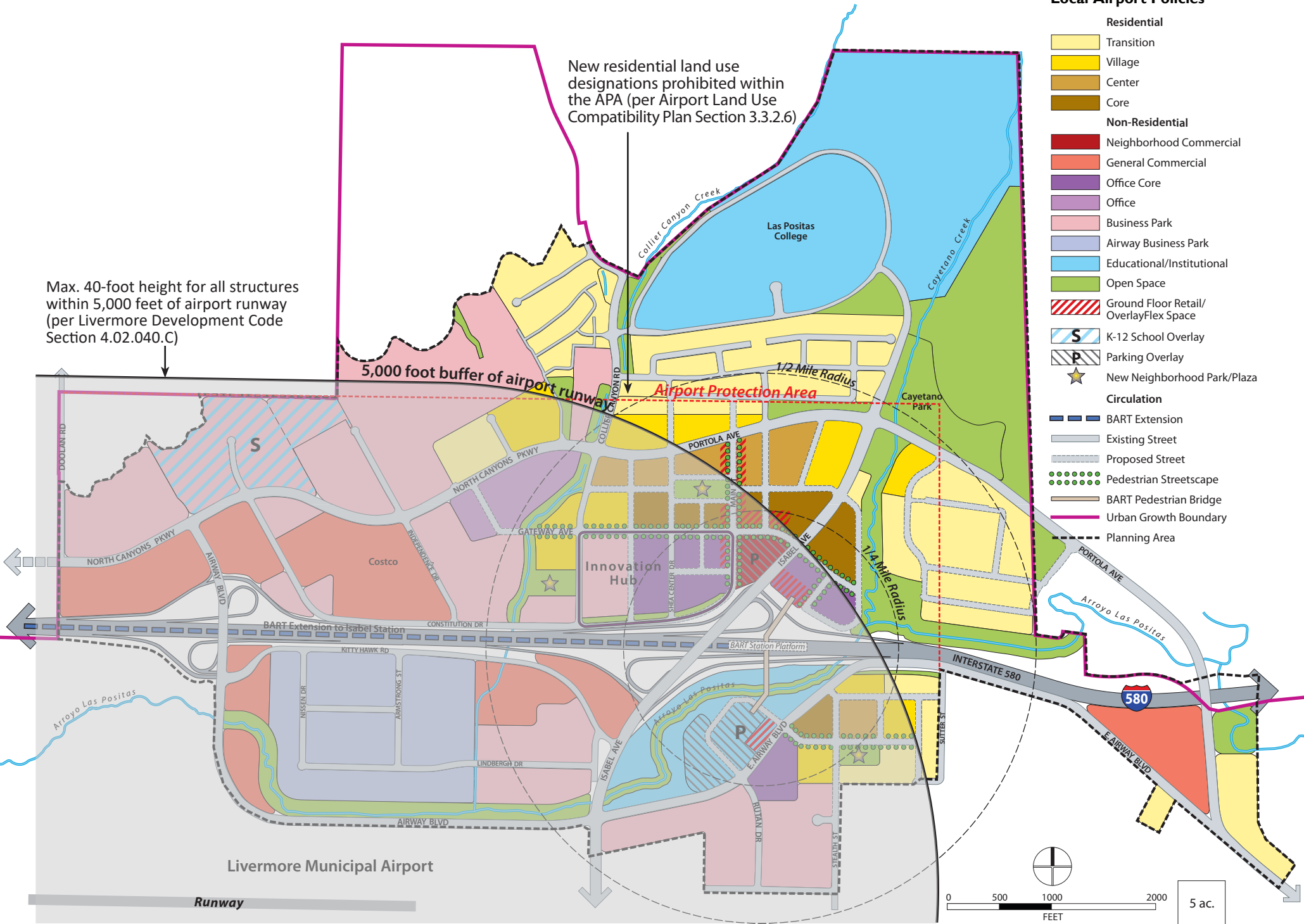
Almost the entire Planning Area, with the exception of the northernmost 80 acres, is located within the Airport Influence Area (AIA). The AIA is the area within which the ALUC is authorized to review land use actions, including adoption or amendments of specific plans and zoning ordinances.

The ALUCP incorporates the City's APA policy, but includes the provision that the County would amend it should the City amend the APA policy in the General Plan. Specifically, the ALUCP states: "Should the City of Livermore, after adoption of this ALUCP, modify City of Livermore Resolution 192-91, which establishes the APA, or adopt a new Resolution, the ALUC shall acknowledge the modification of the APA for purposes of transit-oriented residential development around the future

Isabel/I-580 BART station in subsequent land use reviews, and shall revise this policy at the earliest possible date as provided by state law.” The Alameda County ALUC must review the proposed Plan to determine consistency with the ALUCP, prior to adoption by the Livermore City Council (General Plan Policy LU-4.4, P3).

In addition, the Livermore Airport Commission shall review the proposed Plan and provide any advisory comments to the Planning Commission on proposed changes to APA.

Figure 3.1-4:
Local Airport Policies



Impact Analysis

SIGNIFICANCE CRITERIA

For the purposes of this EIR, a significant adverse impact to land use would occur if the proposed Plan would:

- Criterion 1:** Physically divide an established community;
- Criterion 2:** Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal project, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
- Criterion 3:** Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- Criterion 4:** Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere.

METHODOLOGY AND ASSUMPTIONS

Potential impacts resulting from implementation of the proposed Plan were evaluated based on relevant information from the planning and policy documents listed in the Regulatory Setting section of this chapter. Based on a review of the proposed land use designations, diagrams, and policies, the following section presents the potential for land use, housing, and population impacts to occur within the Planning Area. Further consistency with plans and policies related to other environmental topics are addressed in other sections as follows:

- Livermore Bikeways and Trails Master Plan – Section 3.2, Traffic and Transportation
- Livermore Climate Action Plan – Section 3.4, Energy, Greenhouse Gases, and Climate Change
- City’s Scenic Corridor Policy – Section 3.5, Aesthetics
- City’s Noise Ordinance – Section 3.6, Noise and Vibration
- East Alameda County Conservation Strategy – Section 3.7, Biological Resources
- Airport Land Use Compatibility Plan – Section 3.6, Noise and Vibration and Section 3.8, Hazards and Hazardous Materials

IMPACTS

Impact 3.1-1 Implementation of the proposed Plan would not physically divide an established community. (*Less than Significant*)

The proposed Plan would guide infill development of vacant land and redevelopment opportunities in an existing urbanized area, located entirely within the North Livermore Urban Growth Boundary (UGB). The proposed Plan's goals and policies, along with its land use diagram and development standards for each land use designation, were carefully designed to promote compatibility with existing uses. For example, the Plan focuses the higher density designations close to the BART station, while locating lower density uses around the edges to provide a transition with surrounding uses. The Plan also includes a fine-grained street grid, transportation improvements, and policies for multi-modal accessibility, all of which would enhance connectivity within the Planning Area and improve linkages with surrounding areas. This vision is to create a walkable, well-connected neighborhood consisting of complementary uses. The Plan does not allow for development of new neighborhoods distant or divided from established communities.

Proposed improvements to existing roadways and infrastructure would not introduce new physical divisions. The type of linear project most likely to have the effect of physically dividing an established community would be a major new road, highway, or similar infrastructure. New streets are proposed as part of the proposed Plan within a half-mile radius of the proposed BART Station platform. Most of this area is currently either vacant or in general industrial and warehouse uses. The proposed Plan designates this area with residential and office uses. The new streets would either be designed as "Local Streets," "Pedestrian Streets," or "Bicycle Streets," all of which promote multi-modal mobility. The proposed new streets would help provide multi-modal connectivity between and within new residential communities, rather than divide existing communities. See Section 3.2: Traffic and Transportation for further detail.

The proposed Plan is predicated upon the extension of full BART service in the median of I-580. Although not a part of the Neighborhood Plan and subject to its own environmental review, the BART facility itself would not introduce a new physical division, as it is in the median of a freeway. Furthermore, the BART project includes pedestrian bridges across I-580 that would provide a safe pedestrian crossing of the freeway and strengthen the connection between the two sides of the freeway. In addition, the Plan proposes to better connect neighborhoods and people to amenities.

Therefore, the proposed Plan would not divide an established community, and this impact is less than significant.

Mitigation Measures

None required.

Impact 3.1-2 Implementation of the proposed Plan would not conflict with an applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. (*Less than Significant*)

Since the proposed Plan would update policies and land use designations for future development in the Isabel Neighborhood, by its nature it is at times inconsistent with existing regulations. The proposed Plan's regulatory framework would replace the existing General Plan land use designations and zoning standards regulating the development of properties in the Planning Area. The proposed Plan also includes amendments to General Plan policies and zoning regulations related to scenic views and airport compatibility. Amendments may also be needed from time to time to conform to State or federal law passed following adoption of the proposed Plan, and to eliminate or modify policies that may become obsolete or unrealistic due to changed conditions.

Regional Plans

Consistency with *Plan Bay Area* helps ensure that local planning would advance regional and State objectives for greenhouse gas reduction through coordinated land use and multimodal transportation planning. Other benefits include improving mobility and access to jobs, increasing housing choices, preserving open space, and generally maintaining the high quality of life in the Bay Area.

The proposed Plan includes policies, listed below, that encourage mixed-use, compact development and pedestrian- and bicycle-friendly streets within the Isabel Priority Development Area (PDA). The Isabel PDA would support approximately 4,095 new dwelling units, space for approximately 9,000 net new jobs, and retail uses near a major regional transit station. These features of the Plan are consistent with the goals of *Plan Bay Area* and SB 375. With adoption of the project, the Isabel Neighborhood would be considered a planned PDA and would qualify for special funding opportunities. Additionally, these features make the proposed Plan consistent with BART TOD Policy goals by increasing BART ridership, ensuring BART would contribute to a neighborhood offering a mix of uses, and encouraging non-auto transportation choices. Because these features would also help enable riders to get to and from stations safely, comfortably, affordably, and cost-effectively, the proposed Plan would be consistent with BART's Station Access Policy.

The proposed Plan would result in a minimum of 4,073 dwelling units within a half-mile radius of the Isabel BART station, taking into account existing housing and a 50 percent bonus for a minimum of 15 percent of units assumed to be affordable under the City's affordable housing requirements. The Isabel BART station area would exceed the minimum housing requirement of 3,850 housing units under MTC's TOD policy (Resolution 3434) by 223 units. This finding is informational only, as the TOD policy does not apply to BART to Livermore; rather, conformance with the housing minimum in the policy helps demonstrate general consistency with regional TOD policy directions.

BART's Affordable Housing Policy would apply to the Planning Area under the proposed Plan. Because the Plan proposes an increase of the City's inclusionary housing requirement from 15 to 20 percent, explicitly required by policy P-LU-41 listed below, it is consistent with BART's Affordable Housing Policy. This aspect of the Plan would support the affordability goal of BART's

TOD policy, as well as BART Station Access Policy's equitable services goal, discussed in the Regulatory Setting section above.

Local Plans

The proposed project includes amendments to the City's General Plan and zoning standards in the Development Code to ensure policy and regulatory consistency between all documents. By creating a high-intensity neighborhood with a variety of land uses near a BART station, the project would help implement existing General Plan goals to promote multi-modal transportation and create high-intensity mixed-use development near transit.






The project would require an amendment to the APA policy in the General Plan and ALUCP. As mentioned in the Regulatory Setting section above, the City of Livermore designated the APA in 1991 as a general tool for promoting land use and airport compatibility. The APA policy prohibits new residential uses within the APA boundary, to increase safety and reduce residents' exposure to airport-generated noise. The APA boundary is shown in Figure 3.1-4.

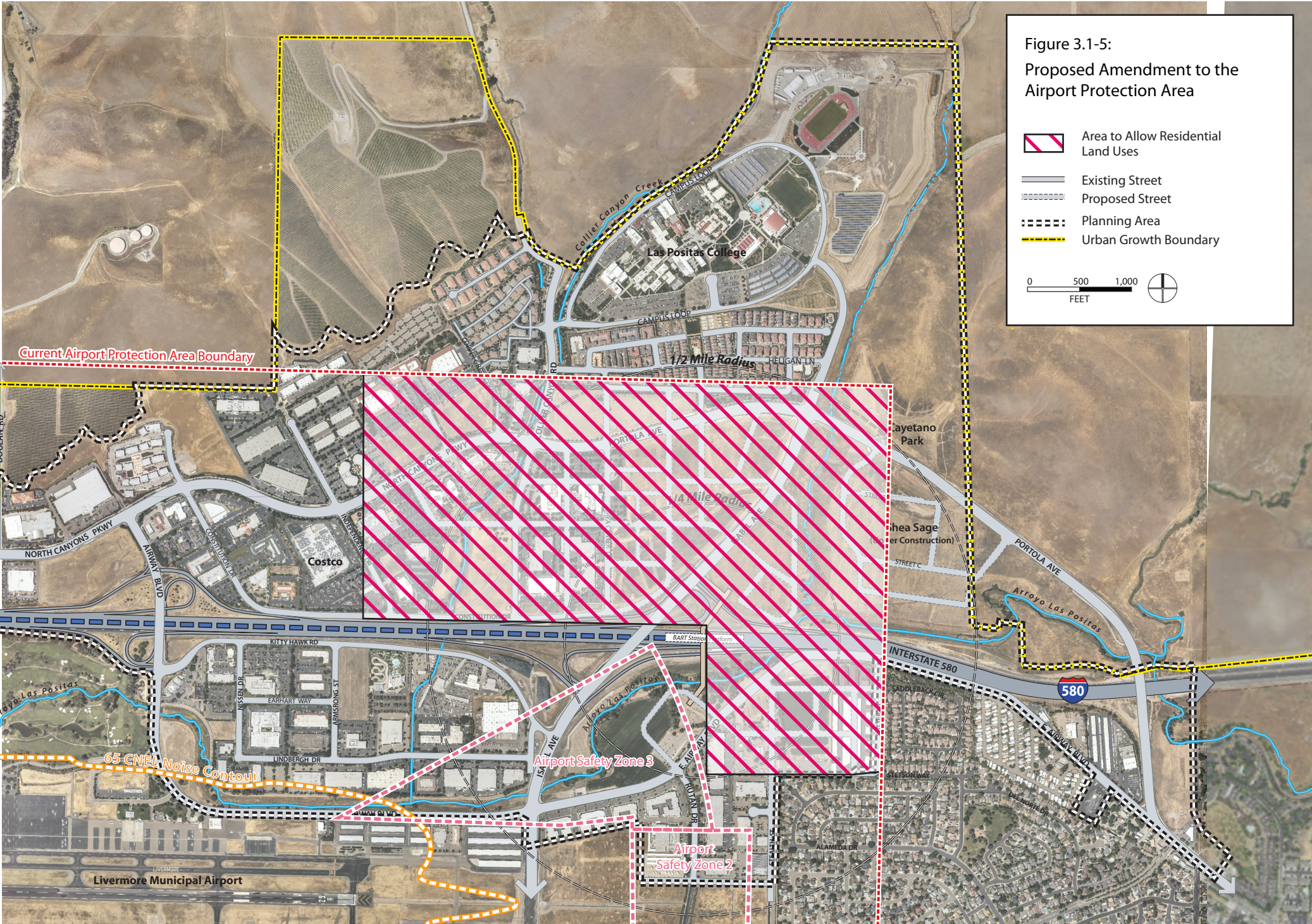
The project requires an amendment to the APA policy to allow new residential development in the northeastern corner of the APA. The proposed Plan retains the boundaries of the APA but proposes an overlay in the northeast corner of the APA where the Neighborhood Plan land use diagram designates new residential uses (see Figure 3.1-5). The proposed amendment to the APA would be a targeted exception allowing only new transit-oriented residential development within the Isabel Neighborhood, but would otherwise leave the APA boundary and policy intact. However, amending the APA to allow residential uses closer to the airport would expose additional residents to potential overflight annoyance, due to the intermittent noise from aircraft passing overhead.

To reduce the potential for overflight annoyance, the City would only allow residential uses in the overlay area with conditions aimed at increasing resident awareness of their proximity to the airport. These conditions include: requiring avigation easements or recorded deed notices and requiring real estate disclosures to notify residents of the airport owner's right to use airspace (i.e., overflight notification), pursuant to the ALUCP and State law. In addition, the City would increase resident awareness of proximity to the airport through the noise-related policy listed below from the proposed Plan's Environmental Resources Chapter.

The ALUCP provides a more precise and modern tool for evaluating land use compatibility compared to the City's APA. Adopted in 2012, the ALUCP establishes detailed land use compatibility standards (safety zones, noise zones, and height limits), based upon current federal and State aviation standards. The proposed Plan is consistent with the ALUCP compatibility criteria, as described further in Section 3.6: Noise and Vibration and Section 3.8: Hazards and Hazardous Materials. For these reasons, the proposed Plan would not result in significant impacts to public health and safety.

Figure 3.1-5:
Proposed Amendment to the
Airport Protection Area

-  Area to Allow Residential Land Uses
-  Existing Street
-  Proposed Street
-  Planning Area
-  Urban Growth Boundary



In addition, Section 4.02.040.C of the City's Development Code states that no structures within 5,000 feet of an airport runway shall exceed 40 feet in height. The proposed Plan includes an amendment to this policy, exempting development within the Planning Area from this height limit. Instead of this Development Code provision, new development resulting from the proposed Plan would be subject to ALUCP height limits and federal aviation regulations on airspace protection, in addition to scenic view and land use compatibility factors. These other regulations reduce and avoid potential effects associated with building height. Therefore, this amendment would not result in a significant environmental impact.

Given that the proposed Plan would replace existing General Plan and zoning standards in the Planning Area, the General Plan and Development Code would be amended to accommodate development resulting from implementing the proposed Plan, the proposed Plan helps fulfill existing General Plan goals, and the proposed Plan does not conflict with other applicable agencies' plans, policies, or regulations, this impact is less than significant.

Proposed Plan Goals and Policies that Reduce the Impact

Land Use Chapter

- G-LU-1:** Provide a mix of residential, neighborhood-serving commercial, and office uses that support transit ridership in both commute directions and support a vibrant and livable neighborhood.
- P-LU-1:** Establish a new Main Street through the center of the Planning Area that accommodates neighborhood-serving businesses and places for social gathering, and that helps create a sense of place for the Isabel Neighborhood.
- P-LU-2:** Require buildings on Main Street between Constitution Drive and Portola Avenue to provide active ground floor uses facing Main Street that are publicly accessible and that generate walk-in clientele.
- P-LU-3:** Establish a neighborhood-serving retail center anchored by a grocery store. This center shall:
- Be visible and accessible from the BART station and Main Street;
 - Not preclude a potential future shared parking facility; and
 - Incorporate a major public space such as a plaza or park.
- P-LU-6:** Ensure that land uses are compatible with existing residential uses and minimize conflicts between adjacent land uses with respect to scale, safety, noise, privacy, and other potential nuisances and hazards.
- P-LU-41:** Increase the inclusionary requirement to 20 percent with a goal of 25 percent for the overall Isabel Neighborhood to take advantage of the strong connection between transit use and affordable housing.

Traffic and Transportation Chapter

- G-TRA-2:** Establish a comfortable, safe, and efficient network for pedestrians and bicyclists.
- P-TRA-3:** Connect existing uses, new development, the Main Street, BART station, bus stops, parks, natural areas, Las Positas College, and other key destinations with sidewalks, pedestrian and bicycle trails, and bicycle facilities.
- P-TRA-4:** Create a continuous trail loop within the Isabel Neighborhood and links to the regional trail network outside of the Planning Area.
- Partner with LARPD, East Bay Regional Parks District, and Alameda County to identify funding opportunities.
- P-TRA-5:** Design pedestrian and bicycle trails to be highly visible and accessible from adjacent development.
- Any fencing along trails should be as low and visually permeable as possible, such as three-foot high split rail fencing.
 - Allow and encourage property owners to provide direct access to trails that abut their properties through the installation of access gates where fencing currently exists.
 - Work with property owners and Zone 7 to address safety, security, and maintenance in selecting access points and designing fencing.
- P-TRA-6:** Provide pedestrian bridges and undercrossings to enhance the connectivity of the trail network and provide direct access to the BART station.
- Orient pedestrian bridges to be as short, direct, and publicly visible as possible.
- P-TRA-7:** Provide multiple safe bicycle and pedestrian crossings of I-580 within the Isabel Neighborhood.
- Prioritize the construction of the I-580 crossing along Collier Canyon Creek.
 - Encourage BART station pedestrian bridges to be available for non-BART patron use when the station is open.
- P-TRA-8:** Provide four-legged crosswalks at new signalized or stop-controlled intersections.
- P-TRA-9:** Implement on-street improvements such as new crosswalks and bike lanes to enhance the safety and convenience of walking and biking in the outer portions of the Planning Area and to provide interim connections along the proposed trail loop before major off-street improvements are in place.
- P-TRA-10:** Provide bike parking areas at trailheads and major destinations and bicycle-signals at major intersections.
- P-TRA-11:** Incorporate traffic calming measures to slow vehicle speeds and increase the visibility of pedestrian crossings.

- P-TRA-12:** Coordinate implementation of the planned trail, pedestrian, and bicycle improvements with the City’s adopted Bikeways and Trails Master Plan (or Active Transportation Plan, when adopted).
- Improvements to existing major streets in the Planning Area shall refer to the adopted Bikeways and Trails Master Plan or the Active Transportation Plan, whichever is in place at that time, for specific bicycle facility type, sidewalk improvements, and crossing improvements.
 - The design of new streets should refer to the Bikeways and Trails Master Plan or the Active Transportation Plan, whichever is in place at that time, for specific design considerations related to the bicycle, pedestrian, and trail network and street crossings.
- P-TRA-13:** Require development to meet the on-site bicycle parking requirements listed in Table 3-4 of the Isabel Neighborhood Plan. Development applications shall show bicycle parking on site plans, including spaces to be provided within garages of individual dwelling units. Bicycle stalls shall meet the following requirements:
- Stalls shall be capable of supporting a bicycle in an upright or hanging position and enable a user to lock his bicycle to such a device.
 - The areas containing stalls shall be surfaced with hardscape or paving.
 - When located within a parking area, stalls shall be protected by curbs, fences, planter areas, bumpers, or similar barriers for the mutual protection of bikes, automobiles and pedestrians, unless deemed by the City to be unnecessary.
 - Where required, “secured, covered” bicycle parking may include garages, lockers, storage rooms, or fenced areas with restricted access.
 - Publicly accessible bicycle parking may include uncovered racks.
- G-TRA-3:** Provide safe, convenient access to and from the BART station by all transportation modes.
- P-TRA-14:** Encourage BART station infrastructure to be integrated into the Neighborhood’s circulation and land use networks.
- P-TRA-15:** Prioritize pedestrian safety when designing roadways serving the BART station.
- P-TRA-16:** Support direct, comfortable, shaded, safe, visible, and well-lit walking paths between the BART platform and surrounding development.
- P-TRA-17:** Support the research, piloting, and deployment of emerging technologies and new services such as real-time parking availability signage, real-time bus arrival updates, and rideshare matching.
- P-TRA-18:** Coordinate with BART to keep the station area safe, clean, and secure through:
- Regular maintenance and cleaning of the station and nearby public areas.
 - Security measures, such as police officers security guards, and/or surveillance cameras in the station and other nearby public areas.

- G-TRA-4:** Reduce dependency on vehicle travel and congestion on neighborhood streets to create a safer, cleaner neighborhood environment.
- P-TRA-19:** Employ a range of Transportation Demand Management (TDM) strategies to help make alternative modes of transportation as convenient, affordable, and safe as solo driving. Strategies include sponsored transit passes, parking cash-out programs, sponsored rideshare programs, bicycle commuter tax reimbursement, and bikeshare programs.
- P-TRA-23:** Require Office and Business Park projects exceeding 15,000 square feet within a half-mile of the BART station to implement the following site design measures:
- Integration of passenger loading zones near the main building entrance on large sites;
 - Access to electrical vehicle charging stations for 10 percent of residential parking spaces and two percent of commercial or industrial parking spaces;
 - On-site showers and lockers for employees; and
 - Preferential parking for carpools, vanpools, and low emission vehicles.
- G-TRA-5:** Proactively manage the supply of on- and off-street parking to match demand, while minimizing the land dedicated to and the costs associated with parking.
- P-TRA-27:** Monitor and manage parking supply and demand, spillover in neighborhoods, available technologies, programmatic parking management options, and cost implications of providing parking structures. Potential mechanisms for reducing conflicts include:
- Add paid parking on all public streets throughout the Planning Area.
 - Implement a residential parking permit system.
 - Add time-limited parking to residential streets.
- P-TRA-29:** Implement the parking minimum and maximum on-site vehicle parking requirements for development listed in Table 3-3 of the Isabel Neighborhood Plan.
- When calculating the minimum parking requirement, any fraction greater than or equal to 0.50 shall be rounded up to nearest whole number; no additional space shall be required for a fractional unit of less than 0.50.
 - Parking requirements based on floor area in square feet (for example: 1 space for each 1,000 sf) shall be based upon the square feet of gross interior floor area, excluding mechanical equipment areas and stairwells, unless stated otherwise (e.g., ground area).
 - A single use with accessory components may be required to provide parking for each component, at the Director's discretion. For example, a hotel with a restaurant shall provide space for both program elements.

- On-site parking requirements for unlisted uses may be determined by the Director based on available data, consistent with the intent of the Development Code.
- On-street spaces may be counted for visitor parking in residential areas.
- On-street parking spaces located on Main Street shall count toward the required non-residential parking requirement for development on adjacent blocks.
- When uses change, and additional parking is required, an in-lieu fee may be applied if construction of additional parking is infeasible.

- P-TRA-31:** For residential and office projects that do not include senior or disabled units, allow reductions in the minimum parking requirements by up to 20 percent, subject to Community Development Director approval.
- Requests for parking reductions will be based on factors such as: parking demand (including time of day/week), provision of bicycle parking, share of affordable (below market rate) units, specific user needs, proximity to the BART station and other transit services, proximity and capacity of public parking lots, and proposed TDM strategies.
 - Applicants shall provide sufficient documentation to support the proposed reduction.
 - The City shall grant a reduction only upon finding that the proposed parking plan would not have an adverse effect on the surrounding properties.
 - When a use that was granted a parking reduction is discontinued, the required parking shall be provided on-site, off-site within a quarter mile of the project site, or through payment of the in-lieu fee. The new use, however, may request a parking reduction under this policy.
- P-TRA-35:** Require parking lots that are shared among different uses to be available for public use: Where an existing private lot is converted to a shared lot that is open for non-exclusive use, spaces that are provided in excess of the amount required may be leased to other establishments.
- P-TRA-36:** Encourage vehicle parking configurations that provide for efficient use of land such as tandem, underground, and structured parking.

Environmental Resources Chapter

- P-ENV-8:** Increase resident awareness of their proximity to the Livermore Municipal Airport.
- Provide overflight notifications or avigation easements and Buyer's Awareness Measures on new residential development within the Airport Influence Area (AIA).
 - Send annual reminders to residents that they knowingly purchased property in the Airport Influence Area.
 - Provide information on the City's website about the APA overlay zone and Airport Land Use Compatibility Plan (ALUCP).
 - Proactively advise potential residents who inquire about buying property in the overlay zone that their property will be subject to aircraft noise (via the Permit Center).

Mitigation Measures

None required.

Impact 3.1-3 Implementation of the proposed Plan would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). (*Less than Significant*)

Implementation of the proposed Plan is estimated to result in approximately 4,095 new housing units. This level of development would result in approximately 9,800 new residents, based on an average household size of 2.52 residents and vacancy rate of 5 percent.⁴ This would represent an 11 percent increase in the city's population over the 2016 estimate of 89,115 residents. Buildout of the office and commercial lands under the Plan could generate approximately 9,100 net new jobs in the Planning Area. These new businesses and jobs resulting could also induce population growth by increasing the demand for nearby housing.

As described in the Regulatory Setting, the City's General Plan establishes an overall development capacity for the entire city, based on the land use designations for each property and other assumptions about how and where growth will occur. According to the General Plan EIR, it was estimated that buildout of the General Plan would accommodate approximately 41,000 dwelling units and 85,000 jobs. Based on 2015 housing and job counts, there is remaining capacity for approximately 9,100 new housing units and non-residential development to accommodate 36,000 additional jobs. The General Plan does not currently assume any additional residential development within the Isabel Neighborhood, but it does allocate approximately 4,500 dwelling units associated with a BART station in the Greenville Road area.

Development of the Greenville TOD area is contingent upon preparation of a specific plan and a BART extension to Greenville Road, per General Plan Goal LU-3. Since adoption of the General

⁴ While Livermore currently has an average household size of 2.75, new housing units built through 2040 are projected to have an average household size of 2.52 (ABAG Projections, 2013).

Plan in 2004, BART has begun planning for an Isabel station, rather than one at Greenville Road as had been then anticipated. Shifting the capacity associated with a BART station from the Greenville Road TOD to the Isabel Neighborhood reflects the current status of the BART to Livermore project.

With this shift, there is sufficient capacity under the current General Plan to accommodate the envisioned level of development for the Isabel Neighborhood. If a future BART extension to Greenville Road is considered, growth assumptions for the Greenville TOD area in relation to General Plan capacity would be updated and evaluated in a separate process such as a Specific Plan or update to the General Plan.

The proposed Plan includes two growth management mechanisms to ensure public infrastructure and services are keeping pace with development under the proposed Plan and to align major policy and land use changes with the BART to Livermore Extension project. First, housing units would be allocated to developers through the City's Housing Implementation Program (HIP). Through this program, the City allocates units to specific residential development projects at entitlement (i.e., project approval, not construction). The City makes the units available for allocation every three years as part of a HIP update. The HIP update includes preparing a Community Services and Infrastructure every three years to ensure there is capacity to accommodate planned housing development and population growth. The units are currently divided into several "pots": Downtown, Transferable Development Credit (TDC) Receiver sites, and a general HIP pot. The proposed Plan would establish a new pot for the Isabel Neighborhood.

Second, the land use changes under the proposed Plan would occur in three phases, generally linked to the BART to Livermore Extension project (refer to Figure 3.1-6). The proposed phasing program is linked to the BART to Livermore extension. Specifically, Phase I is linked to approval of a full BART extension to the Isabel Planning Area, as envisioned in this Plan, Phase II is linked to securing full project funding for the BART extension project, and Phase III is linked to the start of construction for the BART extension project. First, the Isabel Neighborhood Plan was developed to complement a new conventional BART station. The proximity and access to the regional rail transit network is essential for supporting the density level envisioned under the Plan. Conversely, the BART extension project relies on transit-oriented development to generate sufficient ridership from people that can walk to and from the station, in order to make the investment cost effective and competitive for limited transportation funding. Therefore, the Isabel Neighborhood Plan and associated policy amendments (described in Chapter 8, Policy Amendments of the Plan) will not go into effect until and unless there is approval of a full BART extension (i.e., traditional BART service) to Isabel Avenue and the City adopts a formal resolution/ordinance approving the Isabel Neighborhood Plan. With these actions, Plan implementation would begin, and property owners could apply for the entitlements based on the Phasing Plan shown in Table 3.1-3.

Table 3.1-3. Phasing Program Summary¹

	Phase 1	Phase 2	Phase 3
<i>Effective Action</i>	Approval of a full BART extension to Isabel Avenue and City Council approval of Isabel Neighborhood Plan by resolution or ordinance	Secure full project funding for BART to Livermore extension	Start of construction of BART to Livermore extension
<i>Estimated Eligible Residential Units</i> (refer to Figure 3.1-6 for specific locations)	585 units	1,191 units	2,319 units
<i>Non-residential Development</i> (refer to Figure 3.1-6 for specific locations)	2,568,000 sf	397,000 sf	1,109,000 sf
<i>Interim Zoning prior to Phase effective date</i>	N/A	INP Business Park or INP Open Space for the BART property south of the Freeway	INP Business Park or INP Open Space for G&M Farms on East Airway Boulevard

Note:

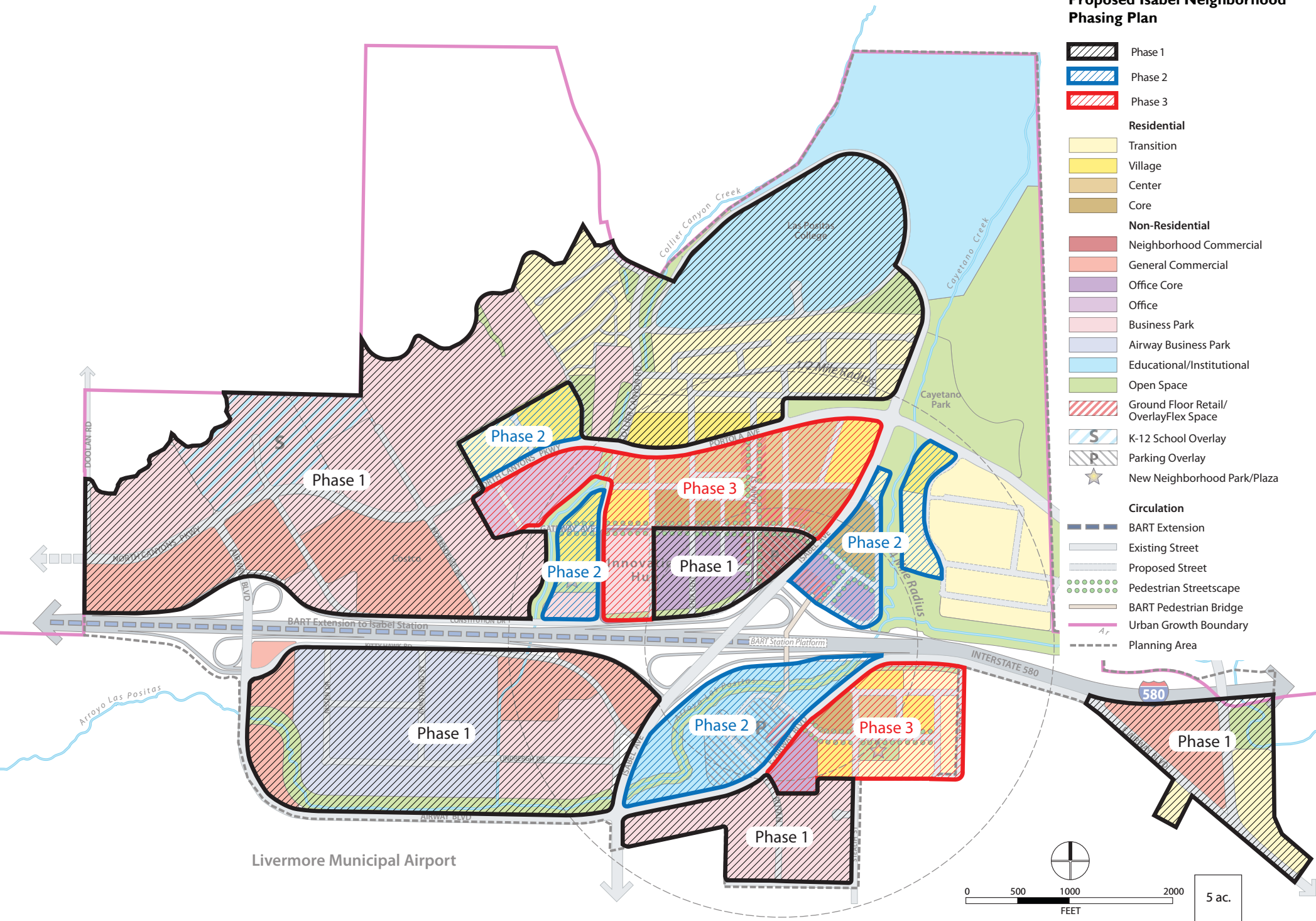
Upon adoption of the INP, all residential units will be available for allocation subject to the INP Phasing Program, similar to the City's Downtown Specific Plan Growth Management Program. For example, upon the start of Phase 3, all INP residential units will be available for allocation through the HIP.





















Source: Dyett & Bhatia, 2018.

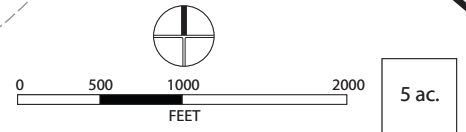
The proposed growth management mechanisms are consistent with the City's existing growth management program. With this approach, the Plan would not allow infrastructure to be provided prematurely or in excess of reasonably expected growth projections. Rather, it would ensure that there are adequate services and infrastructure for the new residents and employees.

The Plan is a critical component of the City's long-term growth management strategy. This includes concentrating new development in areas where there is regional transit service, existing infrastructure, and vacant land within the UGB. The Planning Area is a logical place to accommodate new housing and address community needs and preferences for more affordable units in a walkable, transit-accessible neighborhood. It would maximize opportunities for people to live and/or work with less dependence on driving, reducing the negative impacts of congestion and air pollution and supporting public health and the local economy over time.

Figure 3.1-6:
**Proposed Isabel Neighborhood
 Phasing Plan**



-  Phase 1
-  Phase 2
-  Phase 3
- Residential**
-  Transition
-  Village
-  Center
-  Core
- Non-Residential**
-  Neighborhood Commercial
-  General Commercial
-  Office Core
-  Office
-  Business Park
-  Airway Business Park
-  Educational/Institutional
-  Open Space
-  Ground Floor Retail/Overlay/Flex Space
-  K-12 School Overlay
-  Parking Overlay
-  New Neighborhood Park/Plaza
- Circulation**
-  BART Extension
-  Existing Street
-  Proposed Street
-  Pedestrian Streetscape
-  BART Pedestrian Bridge
-  Urban Growth Boundary
-  Planning Area



The addition of approximately 9,800 new residents would represent a substantial share of planned growth in the city. However, the direct inducement of population growth through new housing and businesses would not be considered a significant impact because this level of development is within the overall General Plan capacity and would be paced as part of the City's growth management program and the proposed Plan's phasing program.

The Plan includes the expansion of infrastructure capacity and the construction of new streets within the Isabel Neighborhood, which are entirely within the North Livermore UGB. These improvements would serve infill development of vacant and underutilized parcels and to a lesser degree, redevelopment of existing uses. Additionally, the proposed Plan focuses on policies for making streets more efficient for transit, bicycles, and walking rather than adding capacity for automobiles. For these reasons, the proposed Plan would not indirectly induce population growth through the expansion of infrastructure.

The BART to Livermore Extension project, combined with implementation of the Plan, could add pressure to develop or redevelop adjacent to the Planning Area due to rising land values. Any General Plan amendments or zoning changes proposing additional units beyond what is currently allowed would be subject to a detailed environmental review process and City Council approval.

Mitigation Measures

None required.

Impact 3.1-4 Implementation of the proposed Plan would not result in displacement of substantial numbers of existing population and housing, necessitating the construction of replacement housing elsewhere. (*Less than Significant*)

The majority of new development resulting from the proposed Plan is concentrated on vacant sites in and around the proposed BART station. The remaining anticipated development includes re-use of existing non-residential development. Existing residential areas within the Planning Area would retain a residential land use designation, consistent with existing densities. Therefore, the Plan would not result in the direct displacement of any housing or residents.

The proposed Plan, along with the BART to Livermore extension, would increase property values near the Isabel station due to the improved access to the regional transit network and associated investments in the public realm (e.g., enhanced pedestrian and bicycle facilities, landscaping, lighting, new parks, etc.). The increase in land values could drive up housing prices and potentially indirectly contribute to displacement of some existing renters living within and adjacent to the Planning Area. It may also increase pressure to redevelop the existing mobile home parks in the vicinity, which would displace a relatively affordable housing stock and its existing residents. However, it should also be noted that research on the impacts of urban rail systems⁵ suggests that the effect of the BART extension to Isabel, and additional housing allowed under the Isabel Neighborhood Plan, would not 'create' new growth, but rather redistribute growth that would have

⁵ See Transit Cooperative Research Program (TCRP). 1995. An Evaluation of the Relationships Between Transit and Urban Form, Research Results Digest, No. 7, Transportation Research Board, Washington, DC.

taken place elsewhere in the region. Thus, any increase in land values and potentially rents in the longer term in the Isabel Neighborhood would lessen the need for growth and pace of rent increases elsewhere in the city and the region. Thus, it is unlikely that the Neighborhood Plan would result in any indirect displacement impacts on a regional basis.

Overall, the proposed Plan would result in an increase in housing and population in the Planning Area. Additionally, the proposed Plan seeks to provide a diversity of housing opportunities, in terms of housing size and affordability. The Plan includes policies to reduce potential displacement and maximize affordable housing options. These policies build upon existing City programs and policies (see discussion of Affordable Housing and Density Bonus in the Regulatory Setting section above). Buildout would generate at least 20 percent subsidized housing units, which may serve people displaced from existing housing due to rising rents.

For these reasons, the Plan would result in less than significant environmental effects associated with the direct and potential indirect displacement of housing and people.

Proposed Plan Goals and Policies that Reduce the Impact

Goal G-LU-1, and policies P-LU-6, and P-LU-41 as listed under Impact 3.1-2 above; as well as the following goals and policies.

Land Use Chapter

- P-LU-5:** Encourage the continued operation of and investment in existing business park, light industrial, and commercial uses.
- G-LU-3:** Support a diverse housing stock that provides options for students, seniors, low-income families, first-time homebuyers, and people with disabilities.
- P-LU-28:** Assist Las Positas College with pursuing opportunities for student and faculty housing projects.
- P-LU-29:** New residential developments with a Transition or Village designation on sites over three acres shall provide at least three product types (see Isabel Neighborhood Plan Chapter 5, Urban Design, for descriptions and design standards of product types). Each product type shall provide at least two unit types which differ in the number of bedrooms.
- P-LU-30:** For residential projects with at least 10 dwelling units, 10 percent of the units must adhere to principles of Universal Design. Such features include but are not limited to:
- At least one entrance without steps and a flat or very low threshold. This entrance may be a rear entrance.
 - Living space on one floor or stair landings big enough to accept lifts.
 - Wide interior doors (32” clear, typically provided with 36” door), hallways, and alcoves with 60” x 60” turning space at doors, in kitchens, and dead ends.
 - Clear floor space in kitchens and bathrooms (a 30 by 48-inch clear space at appliances and fixtures).

- P-LU-31:** Residential projects may achieve a density bonus consistent with the Livermore Development Code density bonus provisions.
- P-LU-32:** Encourage the construction of single room occupancy, studio, and accessible units.
- G-LU-4:** Promote the production of affordable units and mixed-income developments to create below-market rate opportunities for rent and ownership in the Isabel Neighborhood.
- P-LU-33:** All new residential development shall comply with the City's Inclusionary Ordinance, except that 20 percent of units for each project shall be affordable, with an overall 25 percent affordability for the entire Planning Area. Under the Ordinance, affordable housing units shall be built on site and integrated within new residential developments, unless the City Council approves an alternative method of compliance.
- P-LU-34:** Coordinate with BART to maximize affordable housing on BART-owned property north of the station and achieve their goal of at least 20 percent affordability.
- P-LU-35:** Establish a program to reduce the development cost of affordable units.
- Adopt flexible parking standards for the Core and Center land use categories to reduce housing costs associated with excess parking. (See parking ratios and policies in the Isabel Neighborhood Plan Chapter 3, Transportation).
- P-LU-36:** Pursue grant opportunity funds for transit-oriented development such as those using cap and trade.
- P-LU-37:** Use Affordable Housing Fund subsidies as appropriate to:
- Acquire land for affordable housing in the Isabel Neighborhood.
 - Partner with property owners and non-profit developers to develop affordable and mixed-income projects.
 - Match funding from state and federal sources for affordable housing projects.
 - Support non-profit organizations that convert units from market-rate to below-market rate.
 - Subsidize infrastructure costs for affordable housing projects.
- P-LU-38:** For projects that consist of 80 or more residential units and that include a minimum of 20 percent affordable units (as a standalone project or part of a mixed income development), require the provision of on-site management, at least two shared amenities (e.g., a meeting, computer, or exercise room), and at least two supportive services for tenants (i.e., childcare, senior services, or mobility services).
- G-LU-5:** Minimize the involuntary displacement of existing residents resulting from increased property values after the BART to Livermore extension.
- P-LU-39:** Develop an anti-displacement strategy in the event of rapidly rising rents after the opening of the Isabel BART station. This may include providing rental assistance for long-time residents of nearby neighborhoods (within one mile).
- P-LU-40:** Leverage the home repair program or establish a new program to help preserve the mobile home parks near to the Isabel Neighborhood.

Mitigation Measures

None required.