

3.11 Public Services and Recreation

Environmental Setting

PHYSICAL SETTING

Parks and Recreational Facilities

There is one contiguous area of parkland within the Planning Area: the 11.8-acre Cayetano Park, located north of I-580 along Portola Avenue. This park features a synthetic sports field, dog park, playground, parking lot, concession/maintenance building, and open play area. This park is within a half-mile, or walking distance, from many of the existing residential units in the Planning Area.

Other nearby parks include the five-acre Maitland R. Henry neighborhood park, the six-acre Livermore Downs neighborhood park, and the two-acre Al Caffodio neighborhood park – all of which are located in the neighborhood southeast of the Planning Area. The City-operated Las Positas Golf Course is located just west of the Planning Area.

Schools

The Livermore Valley Joint Unified School District (LVJUSD, or District), which serves all of Livermore, currently has 18 schools on 17 campuses throughout the City. This includes nine elementary schools, two K-8 schools, three middle schools, two comprehensive high schools, and two alternative high schools. For the 2016-17 school year, LVJUSD had a total student population of 13,331 students. This equates to approximately 86 percent of its overall capacity of 15,500 students.¹

The three LVJUSD schools closest to the Planning Area that would serve the Neighborhood residents are Rancho Las Positas Elementary School (K-5), Junction Avenue School (K-8), and Granada High School (9-12). The capacities and enrollments of these three schools during the last four school years are shown in Table 3.11-1.

¹ City of Livermore, Community Services and Infrastructure Report, 2017.

Table 3.11-1: School Capacities and Enrollment

School	Capacity	Enrollment as Percent of Capacity by School Year			
		2013-14	2014-15	2015-16	2016-17
Rancho Las Positas	675	75%	75%	76%	84%
Junction Avenue	975	89%	89%	88%	88%
Granada High School	2,250	92%	92%	91%	95%

Source: Livermore Valley Joint Unified School District Enrollment Analysis, February 2017.

LVJUSD has an open enrollment policy, under which residents can choose which school to attend within the District, provided there is capacity. Students within the boundaries of a given school’s service area get priority. Under this policy, about 20 percent of students in the District choose to attend District schools other than the ones assigned to their respective neighborhoods.

The LVJUSD student population has been generally stable over the last 15 years. To plan for the future, the District conducts annual enrollment analyses and regularly updates its Facilities Master Plan to reflect capacity and program needs. The Master Plan focuses on building improvements and facility expansions required to accommodate approved but unbuilt housing units and future residential development under the Livermore General Plan. Given existing and projected demand, along with the high cost of carrying non-operational school facilities, the District recently sold one of its surplus properties.

Public Safety Services

Police Facilities and Service

The Livermore Police Department is located at 1110 South Livermore Avenue, approximately three miles southeast of the proposed BART station location. Per the Livermore Police Department 2016 Annual Report, the department had 52 full-time professional staff members and 90 sworn officers. Of the sworn officers, about 58 are patrol officers, who are assigned to one of three areas in Livermore: Northwest, Northeast, and South. Other units include traffic, reserve, crime scene technicians, K-9, criminal investigations bureau, tactical team, animal control, and school resource.² While the City does not have a formally adopted standard for police services, the current ratio is about 1.01 officers per 1,000 residents.

Fire Protection

Fire protection for the City of Livermore is provided by the Livermore-Pleasanton Fire Department (LPPD), which consolidated through a joint powers authority in 1996. The LPPD maintains 10 stations and one training center. The station closest to the Planning Area is Fire Station #10 at 330 Airway Boulevard, just south of the Planning Area boundary. This station serves the entire Planning Area, as well as the golf course and the airport. In 2016, Fire Station #10 had 604 emergency responses. Responses to calls to this station provide up to 11 pieces of front-line apparatus within 10 minutes. When necessary, a ladder truck that can serve tall buildings is released from Station #3.

² Livermore Police Department 2015 Annual Report and 2016 Annual Report.

Library Services

The City has one main library at the Civic Center and two branch libraries: Springtown and Rincon. The branch libraries have limited service hours, and Springtown has an Easy Access self-service system for afterhours access. There are no library facilities in the Planning Area.

REGULATORY SETTING

Federal Regulations

Uniform Fire Code

The National Fire Protection Association (NFPA) publishes the Uniform Fire Code, which provides standards for fire protection. The nationally recognized standards require that fire departments “have the capability to deploy an initial full alarm assignment within eight (8) minute response time to 90 percent of the incidents” (NFPA 1710).

State Regulations

Quimby Act

The Quimby Act (California Government Code section 66477) authorizes cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay park improvement fees as a condition to the approval of a tentative map or parcel map. Under the Quimby Act, fees must be paid and land conveyed directly to the local public agencies that provide park and recreation services communitywide. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. The act allows cities and counties to require the dedication of up to three acres of parkland per 1,000 persons residing in a subdivision subject to the act, or equal to the existing parkland ratio up to five acres per 1,000 residents if the existing ratio is greater than three acres. Exactions must show a reasonable relationship to a project’s impacts as identified through studies required by CEQA.

SB 50 (Statutes of 1998), State School Funding, Education Code Section 17620

California Education Code 17620 establishes the authority of any school district to levy a fee, charge, dedication, or other requirements against any development within the school district for the purposes of funding the construction of school facilities, as long as the district can show justification for the fees. Senate Bill 50 was adopted in 1998. The legislation limits the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development. It also authorizes school districts to levy statutory developer fees at levels higher than previously allowed and according to new rules.

California Fire Code

The California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use, occupancy, location, maintenance, removal, and demolition of every building or structure throughout the State of California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus

access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

Local Regulations

City of Livermore General Plan

The City of Livermore General Plan Open Space and Conservation Element requires service level guidelines for the amount of open space required per 1,000 people, established by both the City of Livermore and the Livermore Area Recreation and Parks District (LARPD) in its Parks, Recreation and Trails Master Plan. Table 3.11-2 lists these park standards.

Table 3.11-2: Open Space Standards

<i>Park Type</i>	<i>Size/Description¹</i>	<i>Service Area</i>	<i>Standard</i>
Neighborhood	4-10 acres; includes open play fields, small picnic areas, tot lots	0.5 to 1 mile	2 acres per 1,000 residents, or 1 park per 3,000-5,000 residents
Community	30+ acres; includes sports fields, on-site parking, tennis courts, large group picnic areas	2 miles	2 acres per 1,000 residents
Regional	250 acres minimum; provides habitats for plants and animals	1-hour drive	15 acres per 1,000 residents
Special Use	No minimum size; includes rodeo grounds, soccer, softball, and concerts	Whole community	2 acres per 1,000 residents

Note:

1. Park sizes represent “ideal” sizes; not every park in each category is within the acreage given in this column.

Source: City of Livermore General Plan and LARPD 2016 Parks, Recreation and Trails Master Plan.

The Infrastructure and Public Services Element includes policies to maintain and improve upon public safety, including managing law enforcement and crime prevention in accordance with the city’s changing population and minimizing loss of life and property from urban fires through fire protection services. This element also calls for LVJUSD to develop new school facilities to serve Livermore’s current and future population, including identifying appropriate locations for schools and means of expansion that prevent negative impacts on the health, safety, and welfare of students.

Development Impact Fees

Development impact fees are charged by local governments to defray all or a portion of the cost of public facilities related to development projects. The requirements for enactment of a development impact fee program are set forth in Government Code Sections 66000-66025 (the “Mitigation Fee Act”). In Livermore, development impact fees are collected at the time a building permit is issued for the purpose of mitigating the impacts caused by new development on the City’s infrastructure. Fees are used to finance the acquisition, construction, and improvement of public facilities needed as a result of this new development. The City of Livermore and other agencies with jurisdiction over the Planning Area have established fees for parks, schools, and other utility and service changes to account for the impact of new development on park and school facilities.

Per California Education Code Section 17620 explained above, the City of Livermore Resolution No. 034-15/16 “To Update Statutory Developer Fees Imposed on New Residential and Commercial/Industrial Development Projects pursuant to Education Code Section 17620” imposes Statutory Development Fees upon new residential and non-residential development. The fee is used to fund the additional school facilities required to serve the students generated by the new residential and non-residential development. Resolution No. 034-15/16 sets the Statutory Developer Fees at \$3.48 per square foot of residential development and \$0.56 per square foot of commercial and industrial development.

Livermore Fire Code

The Livermore Fire Code (Chapter 15.06 of the Livermore Municipal Code) adopts an amended version of the California Fire Code. The Livermore Fire Code amends several provisions of the California Fire Code in order to address local needs pertaining to fireworks, immersion heaters, fire extinguishing and sprinkler systems, and flammable and combustible materials.

Livermore Green Building Standards Code

The Livermore Green Building Standards Code (Chapter 15.26 of the Livermore Municipal Code) adopts an amended version of the 2016 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11). The purpose of the California Green Building Standards Code (CALGreen) is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories:

- Planning and design;
- Energy efficiency;
- Water efficiency and conservation;
- Material conservation and resources efficiency; and
- Environmental quality.

CALGreen includes both mandatory and voluntary measures for both residential and non-residential development. These measures include site development policies related to storm water drainage and retention during construction, as well as grading and paving.

Impact Analysis

SIGNIFICANCE CRITERIA

Implementation of the Proposed Project would have a potentially significant adverse impact if it would:

- Criterion 1:** Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Criterion 2:** Result in substantial adverse physical or other environmental impacts associated with the provision of new or physically altered park facilities, or need for new or physically altered park facilities, construction of which could cause significant environmental impacts.
- Criterion 3:** Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: schools, fire protection, or police protection.

METHODOLOGY AND ASSUMPTIONS

This analysis considers current General Plan policies, existing public services within the city, applicable regulations and guidelines, agency coordination, and proposed Plan buildout estimates and policies.

Population

In 2016, the City's population was approximately 89,115 residents (U.S. Census Bureau, 2017). Buildout of the proposed Plan would increase the number of occupied households in Livermore by approximately 3,890 households. These new households equate to approximately 9,800 new residents in the Planning Area, increasing the Planning Area's existing population of approximately 3,920 residents³ to 13,720 residents.

The capacity of infrastructure and public services to accommodate future growth is based largely upon the City of Livermore General Plan. The 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 would occur. Under build-out of the General Plan, Livermore can accommodate about 41,000 dwelling units and 85,000 jobs. Based on 2015 housing

³ Based on Plan Bay Area 2013 data.

and job counts, there is remaining capacity for about 9,100 new housing units and 36,000 additional jobs.

The General Plan currently allocates about 4,500 of these housing units to a future BART station in the Greenville Road area, contingent upon preparation of a specific plan and a BART extension to Greenville Road. Part of the Isabel Neighborhood Plan planning effort is to shift the capacity associated with the Greenville area to the Isabel Neighborhood. With this shift, there is sufficient capacity under the current General Plan to accommodate the anticipated level of development under the Isabel Neighborhood Plan.

Parks

Given the compact form of the Neighborhood, the Plan must use land efficiently to meet the range of recreational needs and preferences. For these reasons, this analysis relies on the Civic Space types described in Part 8, Civic Space Types, of the Livermore Development Code, rather than the traditional LARPD park size standards. The proposed Plan would remain subject to LARPD standards related to the total acreage target (40 acres of active open space) and the half-mile service area standard for neighborhood and community parkland.

Schools

This analysis determines the increase in students that would result from buildout and assesses potential impacts on local schools. The projected additional student population was calculated based on the 9,800 new residents under the proposed Plan and a student yield factor of 0.44 for single-family detached residences, 0.21 for single-family attached residences, and 0.49 for multi-family residences. Student increases generated by the proposed Plan are compared with LVJUSD's existing and projected student growth and school capacity to determine if new facilities are needed.

Fire

This analysis looks at the location of demand for fire protection services that would result from buildout in relation to existing stations and assesses the need for additional stations based on information from the LPPFD.

Police

This analysis looks at the location of demand for police protection services that would result from buildout in relation to existing stations. The need for additional stations is evaluated based on a sworn officers-to-resident ratio, and proposed Plan design features.

IMPACTS

Impact 3.11-1 Implementation of the proposed Plan would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. (*Less than Significant*)

At buildout, the proposed Plan would generate an increase in population of up to 9,800 residents in the Planning Area. This increase could place additional physical demands on existing parks and facilities. More park users would cause parks to be in active use for longer periods of time and/or used more intensively over the course of a typical day. As a result, vital park elements such as vegetation, water resources, built structures, walking/biking paths, sport facilities, and others would experience increased wear-and-tear over the course of the planning period.

The level of new residential development would support about 9,800 new residents within the Isabel Neighborhood. Per Table 3.11-2, this would generate demand for two Neighborhood Parks (or 19.6 acres) and 19.6 acres of Community parkland for a total of about 40 acres, based on LARPD service level standards.

While the combined 38.4-acre park and plaza space would not meet the total estimated parkland demand of 40 acres, the Isabel Neighborhood will have approximately 236.1 acres of combined park, plaza, and passive and scenic open space at build-out, as summarized in Table 3.11-3 below.

Table 3.11-3: Parks, Plaza, and Open Space Area

Type	Acres
Neighborhood Park ¹	10.6
Plaza	1.2
Community Park ²	11.8
Scenic Open Space	197.7
Sports Facility ³	14.8
Total	236.1

Notes:

1. Includes Shea Sage neighborhood park (3.2 acres) in addition to the neighborhood parks described below.
2. Cayetano Park.
3. Includes sports fields on the Las Positas College campus.

Source: Dyett & Bhatia, 2017

Neighborhood Parks

The proposed Plan proposes three new neighborhood parks within the Planning Area. These are:

- A 2.4-acre park along Collier Canyon Creek just north of I-580, buffered from the freeway by residential and business park land uses.
- A 3-acre park along the proposed Main Street.
- A 2-acre park in the center of the new residential area south of I-580.

With a projected buildout population of approximately 13,720 residents in the Planning Area, this would result in approximately one neighborhood park per 4,573 residents. This falls within the standard of one neighborhood park per 3,000 to 5,000 residents as listed in Table 3.11-2. These parks would be located such that new residents would be within 0.5 mile-1 mile of at least one park.

Community Parks

While community parks can provide a broad range of both passive and active recreational opportunities, their primary purpose is to provide active recreational opportunities for use by a larger segment of the population than neighborhood parks. Cayetano Park is an 11.8-acre community park in the Planning Area. According to the park standards shown in Table 3.11-2, Cayetano Park is of adequate size to serve the Planning Area's current population of 3,920 residents, as it provides three acres of community park per 1,000 residents, which is greater than the community park standard of two acres per 1,000 residents. However, the full buildout population of 13,720 residents in the Planning Area would require 27.4 acres of parkland to achieve the standard. While the Plan does not propose any community parks, it preserves approximately 197.7 acres of passive recreation open space. Community parkland can be built in these areas of passive recreation open space as the Planning Area builds out to maintain a level of service compliant with the General Plan and the Parks, Recreation and Trails Master Plan.

Regional Parks

As stated above, Livermore's population was approximately 89,115 residents in 2016. Buildout of the proposed Plan would increase the population by approximately 9,800 residents to 98,915 residents. According to Table 3.11-2, the standard for regional parks would require about 1,484 acres of regional parkland to serve the buildout population. The 4,395-acre Del Valle Regional Park, the 507-acre Brushy Peak Regional Preserve, the 847-acre Sycamore Grove Park, and the 55-acre Holdener Park are all located within 1-hour driving distance of the Planning Area. The amount of land in these parks exceeds the requirement set by the General Plan and the Parks, Recreation and Trails Master Plan. Therefore, implementation of the proposed Plan would not be expected to lead to overuse or deterioration of regional parks.

Special Use Parkland

A population of 13,720 residents in the Planning Area at buildout would require 27.4 acres of special use parkland, according to the standards provided in Table 3.11-2. This standard would be more than met after considering the 14.8 acres of sports facilities and 197.7 acres of passive recreation open space in the Planning Area at buildout. Additionally, Las Positas Golf Course, which is City-owned and located just southwest of the Planning Area, is 226 acres (City of

Livermore, 2008). Therefore, the proposed Plan would not lead to overuse or deterioration of special use parkland.

New development within the Planning Area would be required to dedicate park and recreational facilities or pay in-lieu fees that are used to build and maintain parks and recreational facilities. In the event of a shortage of active recreational facilities (sports fields and courts) in the Planning Area as the area develops, there is an opportunity to develop shared use agreements between the City and Las Positas College to allow Neighborhood residents to access existing athletic facilities at the college for specific hours, days of the week, or purposes. The City is actively pursuing shared use opportunities with Las Positas College. In addition, if a school locates in the School Overlay Zone, the playfields that have been approved at this location could be built. For the above reasons, along with the proposed Plan policies listed below, impacts would be less than significant.

Proposed Plan Goals and Policies that Reduce the Impact

Parks, Public Facilities, and Infrastructure Chapter

P-PF-4: Require developers to provide land or in lieu fees for parks, as governed by the terms of the Quimby Act. Developers of the three park sites as shown on Figure 4-1 of the Isabel Neighborhood Plan shall be required to dedicate land for such purpose and provide park improvements at the time of development.**P-PF-15:** Designate a 50-foot buffer along each side of natural (non-channelized) creeks, as measured from the top-of-bank. Pedestrian and bicycle trails and associated amenities may be located within this buffer, subject to the trail policies in [Isabel Neighborhood Plan] Chapter 3: Transportation, and design standards and guidelines in Chapter 5: Urban Design, and necessary regulatory permits.

P-PF-16: Increase the availability of athletic facilities through shared use agreements with Las Positas College and/or K-12 schools in the Planning Area.

Mitigation Measures

None required.

Impact 3.11-2 Implementation of the proposed Plan would not result in substantial adverse physical or other environmental impacts associated with the provision of new or physically altered park facilities, or need for new or physically altered park facilities, construction of which could cause significant environmental impacts. (*Less than Significant*)

As discussed under Impact 3.11-1 above, the proposed Plan includes three new neighborhood parks and additional community oriented recreation facilities. However, the development of new recreational facilities would be subject to existing building and construction regulations that would ensure that construction activities have a minimal effect on the surrounding environment (regulations discussed in Regulatory Setting sections throughout this EIR). These, along with General Plan and proposed Isabel Neighborhood Plan policies listed below that protect air quality, biological, soil, and water resources, and that avoid flooding and geological hazards from construction impacts, ensure that the proposed Plan would have a less-than-significant impact.

Proposed Plan Goals and Policies that Reduce the Impact

Parks, Public Facilities, and Infrastructure Chapter

- P-PF-37:** Require new development to comply with State and City's mandatory water efficient landscape ordinance (WELO).
- P-PF-38:** Require new development within the Municipal Water service area to connect to the recycled water system and to use recycled water for landscape irrigation, where economically feasible.

Urban Design Chapter

- DS-32:** New developments built adjacent to creeks (arroyos) will be responsible for making any necessary flood control improvements, upgrading the vegetation along the riparian corridor to enhance biological and aesthetic value, and adding amenities such as pathways and benches. Work within the creek channel should be avoided, unless required for environmental mitigation (See Chapter 11 of the City's Design Standards and Guidelines for additional guidelines related to Arroyos and Floodplains).
- DS-33:** Development adjacent to creeks or other open space areas (see Land Use Diagram) shall be designed to provide access to natural areas, while incorporating appropriate buffers or design treatments to protect sensitive habitat.

Environmental Resources Chapter

- G-ENV-2:** Minimize exposure of new development, especially residents and other sensitive pollution groups, to air quality hazards.
- P-ENV-12:** Require construction projects to implement the following measures recommended by the BAAQMD, as applicable:
- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
 - All haul trucks transporting soil, sand, or other loose material off-site shall be covered;
 - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
 - All vehicle speeds on unpaved roads shall be limited to 15 mph;
 - All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
 - Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points;

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator; and
- A publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints shall be posted. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

G-ENV-3: Protect and improve the quality of biological resources and habitat areas.

P-ENV-18: Establish a minimum 100-foot buffer from all creek edges and restrict new development within the buffer.

- Expand the buffer edge in areas where the City determines there is high biological value.
- Where feasible, allow public access in the form of open space or a pedestrian and bicycle trail within the creek edge buffer, and incorporate interpretive signage for educational purposes in public access areas along creeks.

P-ENV-19: Promote the healthy growth of trees and minimize the removal of trees within the Isabel Neighborhood through the City's Tree Protection Ordinance (Section 12.20 of the Livermore Municipal Code).

Mitigation Measures

None required.

Impact 3.11-3 Implementation of the proposed Plan would have the potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, or schools. (Less than Significant)

Schools

Given that growth under the Isabel Neighborhood Plan is accounted for under the existing General Plan, no additional schools would be required to meet overall demand. New students would have priority at the three closest LVJUSD schools but would also have the option of attending any school within the District that has capacity.

New residential development under the Isabel Neighborhood Plan would be subject to Statutory Developer fees that must be used to provide physical capacity at public schools to serve the population generated by new development. The fee is currently \$3.48 per square foot of new residential space and \$0.56 per square foot of industrial and commercial space. The use of the Statutory Developer Fees can include construction or acquisition of additional school facilities, remodeling existing school facilities to add additional classrooms and technology, and acquiring and installing additional portable classrooms and related school facilities.

Using the standard rate discussed in the Physical Setting section—0.44 for single-family detached residences, 0.21 for single-family attached residences, and 0.49 for multi-family residences—the 3,890 new households resulting from proposed Plan implementation would have a K-12 student population of about 800 to 1,930 students.

When combined with the District's current student population of 13,331 students, this increase of 1,930 students would result in 15,261 students, which would remain within the District's overall capacity of 15,500 students. The combination of Statutory Developer fees, and the policies listed below that support school resources are expected to provide adequate capacity to meet demand for school facilities, resulting in a less-than-significant impact related to school facilities. To better serve the Planning area, the Land Use Diagram includes a floating "S" over the former charter schools on Constitution Drive and Independence Drive to indicate the only non-Educational/Institutional site where a school is allowed. In 2010, the City approved a Conditional Use Permit (CUP) for K-12 school facilities at this location. While the charter schools have since closed, a new public or private school serving any combination of grades K-12 may re-occupy this site if found to be consistent with the approved CUP (or with a CUP amendment).

Fire

According to the LPPD, the existing nearby fire stations would provide sufficient coverage for the Planning Area, and no new facilities would be required to serve new development resulting from implementation of the proposed Plan.

Station #10, however, is on a long-term lease from Livermore Municipal Airport. In the event that the lease is terminated, LPPD would require a station in the Isabel Neighborhood on a site of about one acre. However, the City and Livermore Municipal Airport do not have any plans to terminate this lease, and therefore the proposed Plan does not show a location for a fire station at this time.

The fact that there is no anticipated need for new facilities, along with the proposed Plan policies listed below that support public safety, indicate that impacts of fire protection services on the environment would be less than significant.

Police

The City of Livermore Police Department increases staffing as needed to keep up with population growth. Therefore, the Police Department would need to increase staffing to serve the increased population from new development in the Isabel Neighborhood. While the City does not have a formally adopted standard for police services, the current officer-to-resident ratio is generally a little over one officer for every 1,000 residents. With a population increase of about 9,800 residents, the Department would need an additional 8 to 10 officers to maintain this service ratio.

In addition, officers would be needed to adequately cover the commercial uses on Main Street and the Retail Center, as well as the increase in vehicle/foot traffic, daytime population (workers), large parking lots, and special events/programs in the Neighborhood. To serve the overall demand for increased services from both residential and commercial development, the Department estimates an overall need for 15 additional officers by buildout.

Given this anticipated need for additional police services and the distance to the main Police Station, the Department anticipates the need for a small police substation in the Isabel Neighborhood for internal police use only (not for the public). The facility should include an office, break room, restroom, interview room, and storage for equipment and bikes. The small substation could be incorporated within an existing or new fire station or other public/commercial building. The Police Department would coordinate with BART and the Fire Department to determine the appropriate location and design for the police facility, as the Plan is implemented.⁴ Construction of the substation would comply with policies to reduce environmental impacts. The Livermore Green Buildings Standard Code would help reduce solid waste generation, stormwater pollution, and other adverse effects. Policies in the INP such as P-PF-35 and P-ENV-13 would reduce impacts related to ground disturbance, as well as impacts on air quality from construction activities. Thus, impacts from construction would be less than significant.

According to Livermore's Police Department, there is no evidence to suggest that the BART to Isabel extension would affect crime rates in the city. Before-and-after studies indicate that the introduction of transit service to a community does not generally increase crime rates.⁵ Additionally, commuter rail lines such as BART are unattractive to criminals due to security measures such as surveillance cameras and wait times. These features make it more difficult to "get away" compared to cars.

The Livermore Police Department analyzed five existing end-of-line BART stations, and found that the crime rate reported at BART stations is a small fraction of the citywide crime rate (see Figure 3.11-1). Security measures at BART stations and their parking lots deter criminal activity, including surveillance cameras, lighting, and police patrols. BART and the City would work together to design the station and immediate area to include these measures.

In addition, the proposed Plan incorporates crime prevention measures, including design features that promote "eyes on the street" and visibility that reduces the potential for criminal activity and enhances comfort. Example measures include:

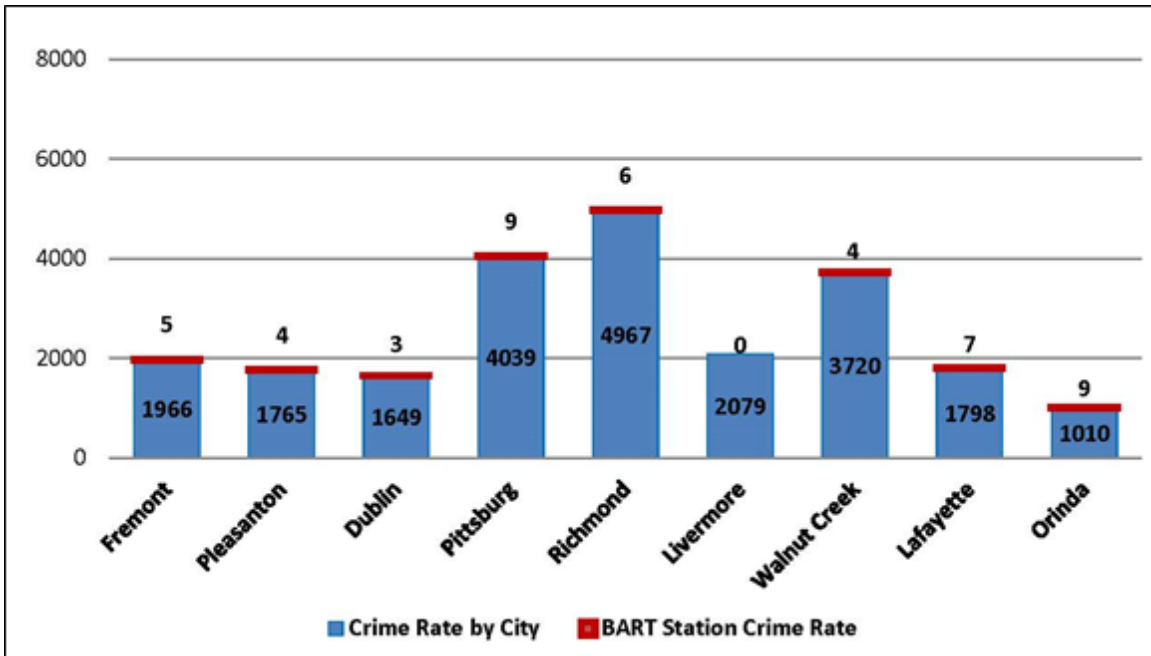
- A mix of uses that generate activity throughout the day;
- Buildings with entrances and windows facing the street;
- Enhanced lighting at parking lots, walkways, and bus stops; and
- Public art and streetscape features designed to minimize "lurking spaces" and barriers to sight lines.

These, along with the proposed Plan policies listed below that support public safety, lead to environmental impacts that are less than significant.

⁴ August 2017 conversation with Livermore Police Department.

⁵Example studies: 1) SANDAG. *Understanding Transit's Impact on Public Safety*. 2009; 2) Billings, Leland, and Swindell. The effects of the announcement and opening of light rail transit stations on neighborhood crime. *Journal of Urban Affairs* 33(5): 549-566, December 2011; 3) Liggett, R., Loukaitou-Sideris, A., and Iseki, H. Journeys to Crime: Assessing the Effects of a Light Rail Line on Crime in the Neighborhoods. *Journal of Public Transportation*, Vol. 6, No. 3, 2003.

Figure 3.11-1: Part I* Crime Rate per 100,000 people (2014)



*Part I crimes include serious violent and property crimes reported to the police (and not another enforcement agency), such as aggravated assault, robbery, burglary, and motor vehicle theft.

Source: City of Livermore, 2016.

Library Services

There is no established industry standard for the amount of library space per capita of population. Since population growth under the Isabel Neighborhood Plan is accounted for under the remaining General Plan capacity, it is expected that existing library facilities would accommodate the additional demand for library services.

The proposed Plan provides for the option to establish a satellite, self-service center with a meeting room to conduct periodic story times, community book discussion groups, and other staff-led programs in order to provide services within the Isabel Neighborhood. A proposed policy would explore the possibility of integrating this type of facility with another public or non-profit use such as a community center or Las Positas College, or be programed into a ground floor flex space designated for community use. As with other service facilities, the environmental impacts from new or expanded library services would be less than significant due to existing policies and regulations, and proposed Plan policies listed below.

Proposed General Plan Policies that Reduce the Impact

Policy P-ENV-12, as listed under Impact 3.11-2 above, as well as the following goals and policies:

G-PF-2: Promote adequate and accessible educational facilities for Isabel Neighborhood residents.

- P-PF-21:** Work closely with the School District to monitor student enrollment and school facility needs to ensure accommodation of the future student population in Livermore. If necessary or desired to serve the Isabel Neighborhood, the City shall support the School District if the District chooses to do any of the following actions:
- Acquire some or all of the former charter school site (indicated with a School Overlay on Figure 2-3) and upgrade facilities as needed;
 - Add capacity at existing school sites such as through building expansion or the addition of modular classrooms; or
 - Acquire a site outside the Planning Area for construction of a new school.
- P-PF-22:** Work with the School District, LARPD, Livermore Amador Valley Transit Authority (LAVTA), property owners, and developers to create and/or improve safe walking/biking routes to the public schools serving the Isabel Neighborhood.
- P-PF-23:** Incorporate school access into the Neighborhood's Transportation Demand Management program (described in [Isabel Neighborhood Plan] Chapter 3, Transportation). Strategies to consider include LAVTA public bus, school busing, carpooling programs, Walk/Bike to School Days, a Walking School Bus program, and bicycle trains.
- P-PF-24:** Pursue opportunities for a satellite, self-service library center with a meeting room, as part of a public or non-profit use or a private development that includes groundfloor flex space.
- G-PF-3:** Maintain Livermore as a safe and livable community.
- P-PF-25:** Ensure that new development in the Planning Area adequately addresses public safety considerations in building design, site planning, and business operations.
- Refer development proposals to the LPPD to ensure that all new development will have appropriate building design and adequate emergency access, fire flow capacity, and fire hydrants prior to building construction.
 - Refer development proposals to the Police Department to ensure that all new development conforms to the City's security ordinances and incorporates crime prevention measures, as appropriate.
- P-PF-26:** Work with the LPPD to monitor the need for a new Fire Station if Station #10 needs to be relocated and/or additional equipment is needed to serve the Isabel Neighborhood.
- P-PF-27:** Ensure that LPPD and the Police Department have sufficient staffing to serve all new development and associated population growth in the Isabel Neighborhood.
- P-PF-28:** Coordinate with the Fire Department to incorporate a small police substation, for internal uses only, into another public facility. The facility should be large enough to include an office, break room, restroom, interview room, and storage for equipment and bikes.
- P-PF-29:** Encourage the provision of security measures at the BART station, parking structure, and nearby plazas and public pathways. Measures may include but are not limited to police patrols, security cameras, and lighting.

G-PF-5: Provide sufficient water supplies and facilities to serve new development under the Isabel Neighborhood Plan.

P-PF-35: Connections to the water distribution and sanitary sewer systems should occur concurrently with construction of new roadways to maximize efficiency and minimize disturbance due to construction activity.

- A publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints shall be posted. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measures

None required.

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