

Executive Summary

This Draft Program Environmental Impact Report (EIR) has been prepared on behalf of the City of Livermore (City) in accordance with the California Environmental Quality Act (CEQA). This chapter outlines the purpose of and overall approach to the preparation of the EIR on the proposed Isabel Neighborhood Plan (proposed Plan). The proposed Plan is a Specific Plan for the area surrounding the proposed San Francisco Bay Area Rapid Transit (BART) Station in Livermore, referred to as the Isabel Neighborhood or Planning Area.

The proposed Plan consists of goals, policies, standards, guidelines, and diagrams to guide the future development of the Isabel Neighborhood. The proposed Plan will legally function as a Specific Plan for regulating land use and coordinating the provision of public services and infrastructure, including transportation facilities providing access to and from the Isabel BART station. The City is the lead agency responsible for ensuring that the planning process complies with CEQA.

In accordance with CEQA requirements, this EIR also identifies and evaluates four alternatives to the proposed Plan: the Reduced Development Alternative, the Enhanced Parking Alternative, the Car-Light Alternative, and the DMU alternative. In addition, a No Project Alternative is analyzed, which represents the continued implementation of the current City of Livermore General Plan policies that apply to the Planning Area. The EIR identifies an environmentally superior alternative as part of the alternatives analysis to inform decision-makers on this project.

This program EIR is based upon reasonable assumptions about the potential activities and projects that may be undertaken to implement the proposed Plan. This EIR represents the best effort to evaluate the potential environmental effects of the proposed Plan given its long-term planning horizons. It can be anticipated that conditions will change; however, the assumptions used are the best available at the time of preparation and reflect existing knowledge of patterns related to physical and economic development, travel, and technology.

Proposed Project

PROPOSED ISABEL NEIGHBORHOOD PLAN

The project analyzed in this Draft EIR is the Isabel Neighborhood Plan (proposed Plan), which is a Specific Plan that guides development of the area surrounding the proposed Isabel San Francisco Bay Area Rapid Transit District (BART) extension to Isabel Avenue in Livermore. The proposed Plan is both a policy document and an implementation tool for the General Plan. It contains strategies, regulations, goals, and policies to guide future development within the Isabel Neighborhood, or Planning Area. The Specific Plan details the proposed land uses and their development standards, transportation, infrastructure improvements, environmental resources, design standards and guidelines, a financing strategy, and implementation tools. If adopted, the regulations set forth in this Plan would replace the existing zoning and General Plan designations that currently apply to the Planning Area.

The proposed Plan describes amendments to existing City General Plan policies and map, Development Code references, changes to zoning (including existing Planned Development districts and Development Agreements) and the zoning map, annexation and pre-zoning of unincorporated County land, Airport Land Use Compatibility Plan policy changes, amendments to the adopted 2017-2019 Housing Implementation Program.

Planning Area

The Planning Area covers approximately 1,138 acres, or about 14.1 percent of the City. It is located in northwest Livermore about 2.5 miles from the Downtown. The northern edges of the Planning Area boundary are generally congruent with the Livermore City Limits and the Livermore Urban Growth Boundary (UGB). Areas that are outside of the City Limits include a 21-acre unincorporated County island in the southeast corner of the Planning Area. This area is within the UGB but outside of the City Limits.

The Planning Area is bisected by I-580. Isabel Avenue (SR-84) runs north-south through the Planning Area as a state highway south of the I-580 interchange and a major city street north of the I-580 interchange. The proposed Isabel BART Station is located within the I-580 median on the east side of the Isabel Avenue interchange.

Guiding Principles

The first phase of outreach resulted in an overall “Vision” for the Isabel Neighborhood. The Vision includes six key themes, each with guiding principles that together describe how the neighborhood should look, feel, and function in the future. These themes include:

1. Complete Neighborhood;
2. High Quality Urban Design;
3. Well-Connected Pedestrian and Bicycle Network;

4. Community Gathering Spaces;
5. Access to Open Space, Arroyos, and Scenic Views; and
6. Compatibility with Existing Uses.

Objectives

The Isabel Neighborhood Plan establishes a new regulatory framework for guiding private and public development within the Isabel Neighborhood over the next 20 to 25 years. The Plan's regulatory framework replaces the existing land use designations of the General Plan as well as the zoning regulations of the Livermore Development Code and various Planned Development zoning districts. The primary objectives of the Isabel Neighborhood Plan are to:

1. Create a safe, vibrant neighborhood.
 - The neighborhood should have a mix of housing, businesses, and community uses that generate activity throughout the day and week.
 - The neighborhood should provide sufficient housing to support a retail center with a grocery store.
 - The neighborhood should have spaces where people can gather, interact, and enjoy the outdoors such as parks, plazas, and trails. The neighborhood should be easy and safe to get around by walking and biking.
2. New development should be sensitive to adjacent residential areas and include design features that establish a unique sense of character and promote security.
3. Support citywide goals for increased transportation options, housing choices, and economic vitality.
4. Increase the diversity of housing stock to serve all economic segments of the community.
5. Increase the stock of rental and ownership housing in Livermore to address demand and reduce displacement due to lack of affordable housing options and congestion due to the regional jobs-housing imbalance.
6. Maximize opportunities for people to live in walkable neighborhoods with safe, convenient access to regional mass transit and bicycle facilities.
7. Provide sufficient opportunities for commercial and office development to support local businesses, neighborhood-serving uses, and living wage and high-paying jobs.
8. Support infill development and redevelopment to take advantage of existing infrastructure capacity and reduce pressure for greenfield development (help preserve open space).
9. Position the BART to Livermore extension project to qualify and compete for regional transportation funds.
10. Include transit-supportive features such as multi-modal street improvements, higher density land use designations, and pedestrian-friendly design guidelines.
11. Meet or exceed the minimum housing threshold for MTC policy.

12. Maximize housing units, affordability, and density to make project perform high against criteria and rank well against other projects competing for funding.
13. Support regional goals to reduce Vehicles Miles Traveled (VMT) and the associated impacts on quality of life and the environment.
14. Promote compatibility with existing residential development and community character.
 - Establish land use regulations that provide a sensitive transition between new development and existing residences.
 - Minimize impacts on existing views of hills from the freeway (Scenic Corridor policy).
 - Require design that reflects Livermore's unique character and high standards.
 - Minimize traffic congestion impacts on existing intersections and in existing neighborhoods.
 - Minimize overflow parking in existing neighborhoods.

Estimated Buildout of the Proposed Plan

The term "buildout" refers to the future scenario in which the Plan is fully implemented. The buildout scenario provides estimates as to the number of new households, residents, and jobs in the Isabel Neighborhood, and serves as the overall capacity for new development under the proposed Plan. The City uses this estimate of potential population and employment growth to analyze environmental impacts and plan for the provision of infrastructure and public services over the long-term. For these purposes, it is assumed buildout will occur by the year 2040, although it may take longer to fully realize the vision for the Isabel Neighborhood. Ultimately, private property owners are responsible for initiating development or redevelopment of their land, which often depends on market conditions. Table ES-1 shows the estimated development levels under buildout under the proposed Plan.

Table ES-1: Estimated 2040 Net New Development

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

Notes:

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

Source: Dyett & Bhatia, 2017.

Alternatives to the Proposed Project

The following alternatives are described and evaluated in this EIR, and are summarized in Table ES-2:

Reduced Development

The Reduced Development Alternative assumes the construction of full BART under ABAG’s Plan Bay Area 2040 buildout numbers. Allowed densities, FARs, and building heights are lower than for the Proposed Plan, consistent with the reduced overall buildout anticipated by ABAG. In addition, this alternative assumes the removal of the Ground Floor Retail/Flex Space overlay, which requires active uses on the ground floor along Main Street, and at both ends of the BART pedestrian bridge over I-580.

Enhanced Parking Alternative

The Enhanced Parking Alternative assumes that the City would provide an additional 400- to 500-stall parking structure north of I-580 in addition to the BART parking structure south of I-580.¹ This additional structure would be located on the block bound by Gateway Avenue, Isabel Avenue, and Main Street (the Isabel Center block). Of the additional structured spaces, it is anticipated that

¹ See the *Isabel Center Retail and Parking Study* for details on the potential parking structure configuration and management.

two floors, or about 120 spaces, would be reserved for BART users and/or Livermore residents; and the remainder would be for nearby retail uses. In this alternative, the overall development would be the same for the proposed Plan, the Car-Light Alternative, and the DMU (Diesel-Multiple Unit) Alternative.

Car-Light Alternative

The Car-Light Alternative lowers the required minimum and allowed maximum parking ratios that are assumed for the proposed Plan, as defined in Chapter 3 of the Isabel Neighborhood Plan. In addition, this alternative assumes several additional policies and programmatic elements that support bus and shuttle service as well as bicycle and pedestrian mobility. In this alternative, the overall development would be the same for the proposed Plan, the Enhanced Parking Alternative, and the DMU Alternative.

DMU Alternative

The DMU Alternative assumes that instead of full BART, a diesel-multiple unit extension of BART would be installed in the I-580 median between the BART terminus and Isabel Avenue. This alternative assumes the same land use plan and buildout as the proposed Plan, the Enhanced Parking Alternative, and the Car-Light Alternative.

No Project Alternative

The No Project Alternative assumes continuation of land use and other policies under the 2004 General Plan and the 2010 Livermore Development Code, and no BART station at Isabel Avenue. The No Project Alternative results in the lowest amount of new development among the alternatives. The buildout potential is compared to the proposed Isabel Neighborhood Plan in Table ES-2.

Table ES-2: Comparison of Alternatives at Buildout

| | Existing Conditions (2013) | Proposed Plan | Net New | | |
|--|----------------------------------|--------------------|-------------------------|--|---|
| | | | No Project (GP 2040) | Reduced Development (PBA 2040) Alternative | Enhanced Parking, Car-Light, and DMU alternatives |
| Population and Housing | | | | | |
| Housing Units | 1,383 ¹ | 4,095 | 910 | 3,102 | 4,095 ¹ |
| Households ² | 1,313 | 3,890 | 865 | 2,947 | 3,890 |
| Population | 3,308 ³ | 9,803 ³ | 2,179 | 7,426 | 9,803 ³ |
| Non-Residential Area and Jobs⁴ | | | | | |
| Ground Floor Retail/Neighborhood Commercial (sf) | 0 | 324,300 | 0 | 0 | 324,300 |
| General Commercial (sf) | 903,000 | 296,300 | 784,000 | 574,700 | 296,300 |
| Office Core (sf) | 0 | 1,414,000 | 0 | 0 | 1,414,000 |
| Office/Business Park (sf) | 918,100 | 482,700 | 797,100 | 917,500 | 482,700 |
| Industrial/Warehousing (sf) | 2,345,000 | -413,100 | 2,036,100 | 264,600 | -413,100 |
| Education/Institutional | 231,500 | 0 | 201,000 | 0 | 0 |
| | 4,397,700 | 2,104,200 | 3,818,300 | 1,756,800 | 2,104,200 |
| Total Non-Residential (sf) | 0 | 0 | 0 | 0 | 0 |
| Jobs⁵ | 8,744 | 9,100 | 7,592 | 3,493 | 9,100 |
| Other | | | | | |
| Public/Institutional (acres) ⁶ | | 204.5 | | 166.9 | 129.8 |
| Parks (acres) ⁷ | | 62.3 | | 137.2 | 137.5 |

Notes:

1. Includes the 476 Shea Homes Sage units currently under construction.
2. Households are estimated as 95 percent of the total housing units, assuming a 5 percent vacancy rate.
3. Population is calculated assuming an average of 2.52 persons per household multifamily household.
4. Non-Residential square feet are rounded to the nearest hundred.
5. Jobs were calculated assuming one job per 225 square feet of Office-Core; one job per 225 square feet of Office; one job per 300 square feet of Business Park; one job per 800 square feet of General Commercial; and one job per 500 square feet of Neighborhood Commercial.
6. Includes scenic open space and sports facilities on the Las Positas College campus.
7. Includes community parks, neighborhood parks, plazas, and scenic open space (except for the Las Positas College campus).

Source: Dyett & Bhatia, 2017.

Areas of Controversy

During the drafting of the proposed Plan and this EIR, public agencies and members of the public were invited to provide feedback on the documents. The following topics were identified as areas of controversy, based on comments at public meetings on the proposed Plan, at the EIR Scoping Meeting, and responses to the Notice of Preparation:

- **Increase of maximum building heights within the Planning Area:** The Plan proposes amendments to existing limits on building height as established in the Community Character Element of the General Plan and as established in its Development Code. Of particular interest to the community are the General Plan's scenic corridor policies, which set building height limits based on view angles from eye level along I-580, in an effort to preserve views of hillsides and ridgelines to the north and south. The Plan proposes to allow buildings up to six stories on the Residential Core land use designation, and up to five stories on the Residential Center land use designation, exceeding the building height limits set by the scenic corridor policies. The impacts of the proposed building heights on existing views of the hillsides and ridgelines to the north are discussed in this EIR in Section 3.5: Aesthetics.
- **Traffic and parking impacts within the Planning Area:** The level of development anticipated under buildout of the proposed Plan triggered concern among many community members about traffic congestion within the Planning Area and nearby residential areas; provision of sufficient BART parking; availability of BART parking for Livermore residents; and "spill-over" parking demand in nearby residential areas—specifically, the neighborhood immediately to the southeast of the Planning Area. Section 3.2: Traffic and Transportation addresses impacts on traffic. Section 3.2 also cites measures in the proposed Plan aimed at managing parking supply and demand.
- **Safety within the Planning Area:** As the Plan assumes the extension of full BART to Isabel Avenue, the center of the Isabel Neighborhood would be the end-of-the-line station. Many members of the community expressed safety concerns specifically associated with end-of-the-line stations, particularly in parking areas and station areas. Section 3.11: Public Services and Recreation addresses impacts related to public services including police services.
- **Residential uses permitted within the Airport Protection Area:** The City currently has a policy which prohibits residential use with the Livermore Municipal Airport Protection Area (APA), per the Livermore Municipal Airport Land Use Compatibility Plan. Shown in Figure 3.1-4, the Airport Protection Area encompasses the majority of the Planning Area. The proposed Plan recommends amending the APA to create an exception area north and east of the proposed BART station, as shown in Figure 3.1-5. The Livermore Municipal Airport community voiced concern at public meetings that allowing residential uses in this area may jeopardize the continued operation of the airport in the future. The impacts of this change are discussed in this EIR in Section 3.6: Noise.

Additionally, environmental impacts classified as significant and unavoidable have been identified in the resource topics of aesthetics; agricultural resources; noise; air quality; cultural and tribal resources; and traffic and transportation. Inasmuch as they may be controversial to the general public, agencies, or stakeholders, they are described briefly here.

Aesthetics

As discussed above, the proposed Plan amends existing General Plan Scenic Corridor policies to increase maximum building height limits beyond the stated view planes. In addition, it amends the existing Development Code standard that limits buildings within 500 feet of an airport runway to 40 feet in height, as described in Figure 3.1-4. As these existing regulations have the effect of preserving generally unbroken views of the ridgelines to the north as seen from the northernmost lane of I-580, implementation of the proposed Plan would have a substantial adverse effect on some scenic vistas. The views most impacted would be the oblique views to the north over the “core area” of the Planning Area. While these views will be impacted, the proposed Plan is designed to create new view corridors from within the planning area (Shea center Drive and Main Street); preserve key portions of the currently unbroken ridgelines views; and locate the tallest buildings in view cones from which views of ridgelines and hillsides are currently blocked by existing infrastructure (the Isabel /I-580 interchange) and vegetation just north of I-580.

Agricultural Resources

The Planning Area contains lands identified as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland by the Farmland Mapping and Monitoring Program (FMMP) along the west side of East Airway Boulevard; on the unincorporated Gandolfo property area east of East Airway Boulevard; and in two locations along the northwestern boundary of the Planning Area.

The unincorporated Gandolfo property is currently designated as Prime Farmland by FMMP. The proposed Plan proposes to annex and designate the property for urban development with residential and open space uses. Therefore, buildout of the proposed Plan would result in the full conversion and loss of this Prime Farmland, resulting in conversion of agricultural lands to urban uses. While this impact is significant and unavoidable, the Plan does require that Development of the Gandolfo property shall acquire Prime farmland at a 1:1 ratio of compensatory mitigation under permanent easement or participate in the City’s TDC program.

On portions of the Prime Farmland and Unique Farmland in the southern portion of the Planning Area, west of East Airway Boulevard, the proposed Plan’s recommendation to apply Education/Institution, Open Space, and Parking and a Retail overlay would also be considered significant and unavoidable. Similarly, the designations of Unique Farmland and Farmland of Statewide Importance located along the northwestern edge of the Planning Area to urban land use would be a significant and unavoidable impact. The proposed Plan, however, seeks to reduce this impact through a policy stating that Open space preservation should prioritize land that is adjacent to urban growth boundaries and/or existing easements.

Implementation of the proposed Plan would also lead to a significant and unavoidable impact in terms of conflict with existing zoning for agricultural use. On the north edge of the Planning Area, one existing PD currently allows for agriculture. The proposed Plan would designate these parcels as Transition Residential. Thus, because the proposed Plan land use designation would conflict with the existing zoning to permit only agricultural plantings on the northern parcel, there would be a significant and unavoidable impact related to zoning for agricultural use.

Noise

The proposed Plan would result in significant changes to the existing noise environment in the Planning Area. Specifically, the impacts associated with operation traffic in the Planning Area would be significant and unavoidable. Mitigation Measure NOI-1 requires the implementation of traffic noise reduction measures at existing sensitive receptors, and the proposed Plan furthermore establishes policies to require acoustical analyses to determine needed insulation and protection features, as well as limits to the hours of operation of noise-generating land uses. However, the proposed Plan would not guarantee that noise generated from traffic operations will be reduced to a less than significant level. While implementation of Mitigation Measure NOI-1 could reduce noise levels at impacted receptors along these roadway segments to less than significant levels, it may not be feasible in all cases to implement the measures identified in Mitigation Measure NOI-1. This impact is therefore considered to be significant and unavoidable.

While the proposed Plan requires reduction of vibration impacts associated with construction near sensitive receptors, implementation of the proposed Plan may expose persons to or generate excessive ground-borne vibration or ground-borne noise levels to a significant and unavoidable level. The increase in noise levels compared to existing conditions would also result in a significant and unavoidable impact related to a substantial permanent increase in ambient noise levels.

Air Quality

While the proposed Plan would be consistent with the Bay Area Air Quality Management District's (BAAQMD's) regional air quality strategy, individual development projects may still generate construction and operational emissions in excess of BAAQMD's project-level thresholds. With respect to construction emissions, however, implementation of Mitigation Measures AQ-1 through AQ-3 in addition to proposed Plan policies would reduce construction-related emissions to a less-than-significant level.

With respect to operational emissions, it was determined that only particulate matter (PM10 and PM2.5) emissions associated with the proposed Plan would exceed BAAQMD's project-level thresholds. However, because the vast majority of these PM10 and PM2.5 emissions would be generated from mobile sources (i.e., passenger vehicles) that are not regulated at the City level, no feasible mitigation measures are available to reduce these operational emissions. As such, although implementation of the comprehensive suite of proposed Plan policies would reduce the severity of growth-oriented criteria pollutants by reducing VMT, locating uses near the BART station, fostering bicycle and pedestrian infrastructure, and supporting sustainable land use patterns, including mixed-use design and increased density, the proposed Plan's operational emissions of PM10 and PM2.5 would remain significant and unavoidable. These operational emissions would also result in a cumulatively considerable air quality impact within the San Francisco Bay Area Air Basin (SFBAAB).

Future projects under the proposed Plan may expose sensitive receptors to substantial toxic air contaminant (TAC) concentrations. Based on an inventory of existing stationary and roadway sources, several locations within the Planning Area include sources currently in excess of BAAQMD's project-level and cumulative health risk thresholds. The proposed Plan has policies to minimize risks to future residents. Operation of new stationary sources developed under the proposed Plan would be subject to the permit authority of BAAQMD, which prohibits sources with

health risks in excess of air district thresholds. Construction activities of future development may expose existing and future receptors to significant health risks. Implementation of Mitigation Measure AQ-1 would reduce construction-related emissions, and Mitigation Measure AQ-4 would provide a project-level evaluation of construction-related health risks from future projects within 1,000 feet of sensitive receptors. Despite these measures, there may be instances where project-specific conditions preclude the reduction of health risks below adopted thresholds, resulting in a significant and unavoidable impact.

Cultural and Tribal Resources

The Gandolfo Ranch historic district, identified as eligible for listing in the national Historic Properties, consists of 16 separate building and associated landscape features. It is located on the unincorporated property along East Airway Boulevard. The proposed Plan designated this areas with urban land uses, resulting in a significant and unavoidable impact on this cultural resource. Plan policies, however, require elements commemorating the Gandolfo Ranch into park development in order to promote understanding of the site's historical significance.

Transportation

For the purposes of this EIR, acceptable roadway conditions are evaluated using level of service (LOS). A negative impact occurs if LOS is reduced from acceptable to unacceptable, or if the segments where the LOS is already deficient under existing conditions experience increased traffic volumes. According to traffic modeling of the proposed Plan, under 2025 and 2040 conditions, intersection operations are expected to degrade due to additional traffic as a result of growth from proposed Plan implementation. At the intersection of North Livermore Avenue and Portola Avenue, adding additional left turn lanes to the impacted intersection under 2025 and 2040 Conditions could address impacts to intersection operations. However, the addition of left turn lanes would require that both roads be widened. Due to roadway right-of-way constraints on North Livermore Avenue and Portola Avenue, the addition of more travel lanes is not feasible. Therefore, no additional improvements would be feasible to address this significant impact, and it remains significant and unavoidable. The proposed Plan includes new pedestrian and bicycle connections within the Planning Area that support the policies in the City of Livermore General Plan and the Livermore Bikeways and Trails Master Plan. However, even considering proposed Plan policies and mitigation measures, the impact on the performance on circulation systems remains significant and unavoidable.

Freeway and arterial segments were evaluated according to the Alameda County Transportation Commission Congestion Management Plan criteria. With the implementation of the proposed Plan, regional traffic volumes would increase, with notable increases in some corridors and decreases in others during peak periods. While the addition of the BART Extension would relieve some corridors, the increase in land uses associated with the proposed Plan increases traffic levels. While the increase in traffic is less than significant for the 2025 conditions, for 2040 buildout, several general purpose freeway and arterial segments would, at times, operate at unacceptable levels. Typical mitigation measures that would address impacts to general purpose freeway segments and arterials entail adding or modifying ramp metering, adding express lanes, and constructing other capacity enhancements such as additional travel lanes. However, the transportation analysis already accounts for these types of planned and programed operational improvements along the study area segments of I-580. No additional improvements would be

feasible to address this significant impact. Specifically, while adding travel lanes to I-580 or arterial segments would increase the capacity of roadways and reduce this impact, physical constraints and the existing ROW along the affected roadways would make this infeasible. Therefore, the impact would remain significant and unavoidable.

Impacts Summary and Environmentally Superior Alternative

IMPACTS SUMMARY

Table ES-3 presents the summary of the significant impacts of the proposed Isabel Neighborhood Plan identified in the EIR and the proposed Plan goals and policies that reduce these impacts. Detailed discussions of the impacts and proposed policies that would reduce impacts are in Chapter 3.

IDENTIFICATION OF ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines (Section 15126.6) require the identification of an environmentally superior alternative among the alternatives analyzed. Table 4.4-1 summarizes the Alternatives' overall environmental impacts for each topic presented in Section 4.3. For the Reduced Development Alternative, Enhanced Parking Alternative, Car-Light Alternative, and DMU Alternative, 12 impacts were expected to be significant and unavoidable, 53 impacts were expected to be less than significant, and nine were found to be no impact, the same as the proposed Plan. For the No Project Alternative, 16 impacts were expected to be significant and unavoidable, three impacts were found to be potentially significant, 42 impacts were expected to be less than significant, 12 were found to be no impact, and one was not determined. Because the No Project Alternative has the most significant and unavoidable impacts and the least impacts found to be either less than significant or no impact, it would not be the environmentally superior alternative. At first glance, because all of the other alternatives and the proposed Plan were found to have the same number of potentially significant, significant and unavoidable, and no impact outcomes, they might be considered environmentally equivalent. However, considering the analyses in Section 4.3 above, compared to the other alternatives, the Car-Light Alternative is considered the environmentally superior alternative, as it would:

- Be the least likely to divide an established community, y promoting the pedestrian/bicycle under-crossing of I-580 east of the BART station over the Arroyo Las Positas and expanding bus and shuttle services that connect different parts of the Planning Area;
- Be the most consistent with Plan Bay Area goals and BART TOD policies;
- Result in the least VMT per service population (see Table 4.3-1), and therefore the least criteria air pollutant and GHG emissions per service population from transportation;
- Most benefit pedestrian, bicycle, and transit access;
- Be the most consistent with the 2017 Clean Air Plan; and
- Be the most consistent with the City's CAP and with CARB's 2017 Scoping Plan.

| Table ES-3: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact | | |
|--|--|---------------------------|
| <i>Impact</i> | <i>Proposed Goals and Policies that Reduce the Impact</i> | <i>Significance Level</i> |
| 3.1 Land Use, Population, and Housing | | |
| 3.1-1 Implementation of the proposed Plan would not physically divide an established community. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 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. | <p>Land Use Chapter</p> <p>G-LU-1: Provide a mix of residential, neighborhood-serving commercial, and office uses that support transit ridership in both commute directions and supports a vibrant and livable neighborhood.</p> <p>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> <p>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> <p>P-LU-3: Establish a neighborhood-serving retail center anchored by a grocery store. This center shall:</p> <ul style="list-style-type: none"> • 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>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> <p>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.</p> | Less than significant |

| | | |
|--|---|--|
| | <p>Transportation Chapter</p> <p>G-TRA-2: Establish a comfortable, safe, and efficient network for pedestrians and bicyclists.</p> <p>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> <p>P-TRA-4: Create a continuous trail loop within the Isabel Neighborhood and links to the regional trail network outside of the Planning Area.</p> <ul style="list-style-type: none"> • Partner with LARPD, East Bay Regional Parks District, and Alameda County to identify funding opportunities. <p>P-TRA-5: Design pedestrian and bicycle trails to be highly visible and accessible from adjacent development.</p> <ul style="list-style-type: none"> • 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>P-TRA-6: Provide pedestrian bridges and undercrossings to enhance the connectivity of the trail network and provide direct access to the BART station.</p> <ul style="list-style-type: none"> • Orient pedestrian bridges to be as short, direct, and publicly visible as possible. <p>P-TRA-7: Provide multiple safe bicycle and pedestrian crossings of I-580 within the Isabel Neighborhood.</p> <ul style="list-style-type: none"> • Prioritize the construction of the I-580 crossing along Collier Canyon Creek. • Ensure BART station pedestrian bridges to be available for non-BART patron use when the station is open. | |
|--|---|--|

| Table ES-3: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact | | |
|---|--|---------------------------|
| <i>Impact</i> | <i>Proposed Goals and Policies that Reduce the Impact</i> | <i>Significance Level</i> |
| | <p>P-TRA-8: Provide four-legged crosswalks at new signalized or stop-controlled intersections.</p> <p>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> <p>P-TRA-10: Provide bike parking areas at trailheads and major destinations and bicycle signals at major intersections.</p> <p>P-TRA-11: Incorporate traffic calming measures to slow vehicle speeds and increase the visibility of pedestrian crossings.</p> <p>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).</p> <ul style="list-style-type: none"> • 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>P-TRA-13: Require development to meet the on-site bicycle parking requirements listed in Table 3-4. 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:</p> <ul style="list-style-type: none"> • 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. | |

| Table ES-3: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact | | |
|---|---|---------------------------|
| <i>Impact</i> | <i>Proposed Goals and Policies that Reduce the Impact</i> | <i>Significance Level</i> |
| | <ul style="list-style-type: none"> • 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. <p>G-TRA-3: Provide safe, convenient access to and from the BART station by all transportation modes.</p> <p>P-TRA-14: Design BART station infrastructure as an integrated component of the Neighborhood’s circulation and land use networks.</p> <p>P-TRA-15: Prioritize pedestrian safety when designing roadways serving the BART station.</p> <p>P-TRA-16: Support direct, comfortable, shaded, safe, visible, and well-lit walking paths between the BART platform and surrounding development.</p> <p>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> <p>P-TRA-18: Coordinate with BART to keep the station area safe, clean, and secure through:</p> <ul style="list-style-type: none"> • 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. | |

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| | <p>G-TRA-4: Reduce dependency on vehicle travel and congestion on neighborhood streets to create a safer, cleaner neighborhood environment.</p> <p>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> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>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> <p>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:</p> <ul style="list-style-type: none"> • Add paid parking on all public streets throughout the Planning Area. • Implement a residential parking permit system. • Add time-limited parking to residential streets. | |

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| | <p>P-TRA-29: Implement the parking minimum and maximum on-site vehicle parking requirements for development listed in Table 3-3.</p> <ul style="list-style-type: none"> • 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>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.</p> | |

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| | <ul style="list-style-type: none"> • Requests for parking reductions will 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>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> <p>P-TRA-36: Encourage vehicle parking configurations that provide for efficient use of land such as tandem, underground, and structured parking.</p> <p>Environmental Resources Chapter</p> <p>P-ENV-8: Increase resident awareness of their proximity to the Livermore Municipal Airport.</p> <ul style="list-style-type: none"> • 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. | |

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| | <ul style="list-style-type: none"> • 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). | |
| 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). | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 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. | <p>Policies P-LU-6, P-LU-40, and P-LU-43 as listed under Impact 3.1-2 above; as well as the following goals and policies.</p> <p>Land Use Chapter</p> <p>G-LU-1: Provide a mix of residential, neighborhood-serving commercial, and office uses that supports transit ridership in both commute directions and support a vibrant and livable neighborhood.</p> <p>P-LU-5: Encourage the continued operation of and investment in existing business park, light industrial, and commercial uses.</p> <p>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> <p>P-LU-28: Assist Las Positas College with pursuing opportunities for student and faculty housing projects.</p> <p>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 Chapter 5,</p> | Less than significant |

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| | <p>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> <p>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:</p> <ul style="list-style-type: none"> • 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>P-LU-31: Residential projects may achieve a density bonus consistent with the Livermore Development Code density bonus provisions.</p> <p>P-LU-32: Encourage the construction of single room occupancy, studio, and accessible units.</p> <p>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> <p>P-LU-34: 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 integrated within new residential developments, unless the City Council approves an alternative method of compliance.</p> | |

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| | <p>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> <p>P-LU-35: Establish a program to reduce the development cost of affordable units.</p> <ul style="list-style-type: none"> • 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 [Isabel Neighborhood Plan] Chapter 3, Transportation). <p>P-LU-36: Pursue grant opportunity funds for transit-oriented development such as those using cap and trade.</p> <p>P-LU-37: Use Affordable Housing Fund subsidies as appropriate to:</p> <ul style="list-style-type: none"> • 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>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).</p> <p>G-LU-5: Minimize the involuntary displacement of existing residents resulting from increased property values after the BART to Livermore extension.</p> | |

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| | <p>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> <p>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.</p> | |
| 3.2 Traffic and Transportation | | |
| 3.2-1 Implementation of the proposed Plan would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. | No proposed plan goals or policies would reduce this impact. | Significant and unavoidable |
| 3.2-2 Implementation of the proposed Plan would conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other | No proposed plan goals or policies would reduce this impact. | Significant and unavoidable |

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| standards established by the county congestion management agency for designated roads or highways. | | |
| 3.2-3 Implementation of the proposed Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. | No policies are required to reduce this impact below a level of significance. | No Impact |
| 3.2-4 Implementation of the proposed Plan would [or would not] substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.2-5 Implementation of the proposed Plan would [or would not] result in inadequate emergency access. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.3 Air Quality | | |
| 3.3-1 Implementation of the proposed Plan would not conflict with or obstruct implementation of the applicable air quality plan. | Land Use Chapter 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. | Less than significant |

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| | <p>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> <p>P-LU-3: Establish a neighborhood-serving retail center anchored by a grocery store. This center shall:</p> <ul style="list-style-type: none"> • Be visible and accessible from the BART station and Main Street; and • Incorporate a major public space such as a plaza or park. <p>P-LU-9: The location of the Ground Floor Retail/Flex Space Overlay on the BART property north of I-580 is diagrammatic only on Figure 2-3. As the Plan is implemented, the Overlay shall apply to all building frontages along the Isabel Path between the north end of the BART pedestrian bridge and Isabel Avenue.</p> <p>P-LU-36: Pursue grant opportunities funds for transit-oriented development such as those using cap and trade.</p> <p>P-LU-44: Help connect businesses to the BART station through existing and emerging transportation technologies.</p> <p>Transportation Chapter</p> <p>P-TRA-1: Create a walkable street grid within a half-mile radius of the BART station (Neighborhood core area).</p> <ul style="list-style-type: none"> • Block sizes within this area should range from 300-400 feet, with a maximum length of 600 feet. Where block lengths exceed 400 feet, mid-block crossings shall be installed. <p>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> <p>P-TRA-4: Create a continuous trail loop within the Isabel Neighborhood and links to the regional trail network outside of the Planning Area.</p> | |

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| | <ul style="list-style-type: none"> • Partner with LARPD and East Bay Regional Parks District and Alameda County to identify funding opportunities. <p>P-TRA-6: Provide pedestrian bridges and undercrossings to enhance the connectivity of the trail network and provide direct access to the BART station.</p> <ul style="list-style-type: none"> • Orient pedestrian bridges to be as short, direct, and visually unobstructed as possible. <p>P-TRA-7: Provide multiple safe bicycle and pedestrian crossings of I-580 within the Isabel neighborhood.</p> <ul style="list-style-type: none"> • 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>P-TRA-10: Provide bike parking areas at trailheads and major destinations and bicycle signals at major intersections.</p> <p>P-TRA-11: Incorporate traffic calming measures to slow vehicle speeds and increase the visibility of pedestrian crossings.</p> <p>P-TRA-13: Require development to meet the on-site bicycle parking requirements listed in Table 3-4. 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:</p> <ul style="list-style-type: none"> • 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. | |

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| | <ul style="list-style-type: none"> • 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. <p>P-TRA-15: Prioritize pedestrian safety when designing roadways serving the BART station.</p> <p>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> <p>P-TRA-20: Design the street network to minimize cut-through vehicle traffic in residential areas.</p> <p>P-TRA-21: Establish partnerships with transit operators, developers, technology providers, corporate shuttles, Transportation Network Companies, bike share operators, and other entities.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. | |

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| | <p>P-TRA-24: Following station opening, require businesses within a half-mile of the BART station to implement at least two of the following TDM programs (to be implemented through the initial Site Plan Design Review process for new development or through the Zoning Clearance process after construction):</p> <ul style="list-style-type: none"> • Parking cash-out for employees that do not drive to work. • Transit passes (such as the Clipper Card) for employees. • Car-sharing or bike-sharing program. • Carpool and vanpool ride-matching services. • Guaranteed ride home for transit users and car/vanpoolers. • Flexible work schedules, shortened work weeks, or options to telecommute. <p>Parks, Public Facilities, and Infrastructure Chapter</p> <p>P-PF-30: Require all new development to participate in all City, County, and State diversion programs and construction regulations in effect at the time of issuance of building permits.</p> <p>P-PF-31: Work with residents, businesses, LARPD, and Livermore Sanitation (or current franchise hauler) to exceed the City’s 75 percent waste diversion goal in the Isabel Neighborhood.</p> <ul style="list-style-type: none"> • Design new development to make recycling, composting, and organic material collection as convenient as possible for residents, employees, and visitors. • Reduce the amount of solid waste that must be processed through implementation of recycling programs, composting, source reduction (such as packaging), purchasing policies, and manufacturing processes. • Continue to implement educational and outreach programs on available diversion programs and best practices. | |

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| | <ul style="list-style-type: none"> • Encourage businesses to participate in the Bay Area’s Green Business Program. • Support the expansion of organics capacity in Alameda County and statewide. <p>P-PF-36: Require new development to install water efficient appliances and fixtures such as low-flow faucets and toilets.</p> <p>P-PF-37: Require new development to comply with State and City’s mandatory water efficient landscape ordinance (WELO).</p> <p>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, if economically feasible.</p> <p>P-PF-39: Allow the use of rainwater harvesting systems, consistent with regional permit requirements.</p> <p>P-PF-40: Restaurants and others that discharge grease into the wastewater treatment system shall be required to reduce impacts through individual or collective pretreatment facilities.</p> <p>P-PF-41: Design new streetscape and landscaped areas in the public right-of-way for stormwater management and the efficient use of water through:</p> <ul style="list-style-type: none"> • The installation of low-maintenance, drought-resistant plant palettes; • Use of low-flow irrigation systems; and • Use of bioswales and rain gardens in planting areas and curb extensions. <p>P-PF-42: Require new development to incorporate low impact landscape design, such as natural drainage systems and groundwater recharge features, consistent with stormwater permit requirements.</p> <p>Environmental Resources Chapter</p> | |

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| | <p>P-ENV-9: Require new residential projects and other new sensitive receptors such as schools, daycares, nursing and retirement homes located within 500 feet of I-580 to install indoor air quality equipment, such as HEPA filters or equivalent mechanisms to minimize health risks for future residents.</p> <p>P-ENV-10: Require proponents of projects within identified high risk Overlay Zones surrounding existing hazardous sites, roadways, or TAC sources (Figure 6-3), to assess health risks at the location in question and to incorporate feasible design-related risk mitigation measures, such as high-efficiency particulate air filters (HEPA filters) or equivalent indoor air quality equipment mechanisms, as appropriate.</p> <p>P-ENV-11: Require new large commercial projects to prepare a loading plan aimed to minimize truck idling and reduce diesel particulate emissions related to truck loading.</p> <p>P-ENV-60: Require construction projects to implement the following measures recommended by the BAAQMD, as applicable:</p> <ul style="list-style-type: none"> • 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; | |

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| | <ul style="list-style-type: none"> • 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 • Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. 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. <p>P-ENV-13: Require that applicants proposing development of projects within the Planning Area require contractors, as a condition of contract, to reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower (hp) shall operate on an EPA-approved Tier 4 or newer engine. Exemptions can be made for specialized equipment where Tier 4 engines are not commercially available within 200 miles of the project construction site. The construction contractor must identify these pieces of equipment, document their unavailability from at least two construction equipment rental firms, and ensure that they operate on no less than an EPA-approved Tier 3 engine.</p> <p>P-ENV-14: Require that applicants proposing development of projects within the Planning Area require contractors, as a condition of contract, to reduce construction-related fugitive ROG emissions by ensuring that low-VOC coatings that have a VOC content of 10 grams/liter (g/L) or less be used during construction. All project applicants shall submit evidence of the use of low-VOC coatings to BAAQMD prior to the start of construction.</p> | |

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| | <p>Urban Design Chapter</p> <p>DS-8: Traffic-calming measures, such as zebra striping for crosswalks, speed tables, and bulb-outs shall be employed along the bus loop north of I-580.</p> <p>DS-9: A pedestrian- and bicycle-only pathway shall be provided between the north end of the BART pedestrian bridge and the corner of Gateway Avenue and Main Street, crossing Isabel Avenue and passing through the Retail Center block.</p> <p>DS-10: The Isabel Path shall be designed to be as direct, flat, and visually unobstructed as possible to maximize accessibility and reduce the walking distance to and from the BART Station.</p> <p>DS-11: The City shall coordinate with BART and the property owner/developer of the Retail Center block to determine the appropriate method for crossing Isabel Avenue along the Isabel Path. Considerations may include: grading, pedestrian safety, directness, utility relocation.</p> <p>DS-13: The following pedestrian amenities shall be provided along the Isabel Path:</p> <ul style="list-style-type: none"> • Seating such as benches and terraced steps, • Public art, • Lighting, • Drinking fountains, • Trash/recycling receptacles, and • Additional/specialty landscaping. <p>DS-26: Buildings shall be oriented such that frontages and entrances are visible and accessible from the public right-of-way, on-site common areas, pedestrian pathways, parks, and/or plazas.</p> | |

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| | <p>DS-27: Site plans shall establish well-defined, accessible, direct, and well-lit pedestrian links between buildings, sidewalks, parking areas, trails, and any on-site or nearby public spaces such as bus stops and the BART station.</p> <p>DS-28: Where possible, large-scale developments shall be broken up by pedestrian paths that connect to the street grid.</p> <p>DS-58: Windows shall be operable to the extent possible, to allow natural ventilation and potentially eliminate the need for mechanical ventilation. If mechanical systems are necessary, energy-efficient and low emission heating, ventilation and air conditioning (HVAC) systems shall be used.</p> <p>DS-81: A variety of site furnishings shall be considered and incorporated into site plans to promote a sense of comfortable outdoor living space for the pedestrian realm. Examples of such features include but are not limited to seating, freestanding planters, ornamental trash/recycling containers, cigarette ash receptacles, drinking fountains including pet basins, fountains or other water features, bollards, kiosks for information or artwork, sculptures, bicycle racks, and/or newspaper racks.</p> | |
| 3.3-2 Implementation of the proposed Plan would violate an air quality standard and contribute substantially to an existing or projected air quality violation during construction. | Policies P-ENV-9, P-ENV-10, P-ENV-11, and P-ENV-12, as listed under Impact 3.3-1. | Less than significant with mitigation |
| 3.3-3 Implementation of the proposed Plan would violate an air quality standard and contribute substantially to an existing or projected air quality violation during operation. | Refer to policies, design standards, and design guidelines identified under Impact 3.3-1. | Significant and unavoidable |

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| <i>Impact</i> | <i>Proposed Goals and Policies that Reduce the Impact</i> | <i>Significance Level</i> |
| 3.3-4 Implementation of the proposed Plan would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). | Refer to policies, design standards, and design guidelines identified under Impact 3.3-1. | Significant and unavoidable |
| 3.3-5 Implementation of the proposed Plan would expose sensitive receptors to substantial pollutant concentrations from new sources of toxic air containments. | <p>Environmental Resources Chapter</p> <p>P-ENV-9: Require new residential projects and other new sensitive receptors such as schools, daycares, nursing and retirement homes located within 500 feet of I-580 to install indoor air quality equipment, such as high-efficiency particulate air filters (HEPA filters) or equivalent mechanisms to minimize health risks for future residents.</p> <p>P-ENV-10: Require project proponents within identified high risk Overlay Zones surrounding existing hazardous sites, roadways, or TAC sources to assess health risks at the location in question and to incorporate feasible design-related risk mitigation measures, such as high-efficiency particulate air filters (HEPA filters) or equivalent indoor air quality equipment mechanisms, as appropriate.</p> <p>P-ENV-11: Require new large commercial projects to prepare a loading plan aimed to minimize truck idling and reduce diesel particulate emissions related to truck loading.</p> | Significant and unavoidable |

| Table ES-3: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact | | |
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| 3.3-6 Implementation of the proposed Plan would not expose sensitive receptors to substantial carbon monoxide pollutant concentrations from increased traffic. | Policies P-TRA-1, P-TRA-3, P-TRA-4, P-TRA-6, P-TRA-7, P-TRA-10, P-TRA-13, P-TRA-19, P-TRA-20, P-TRA-21, P-TRA-22, P-TRA-23, and P-TRA-24, as listed under Impact 3.3-1. | Less than significant |
| 3.3-7 Implementation of the proposed Plan would not create objectionable odors affecting a substantial number of people. | <p>Urban Design Chapter</p> <p>DS-34: The location of uses on a site shall be coordinated with adjoining properties to avoid creating nuisances such as noise, odors, loading areas, light intrusion and traffic impacts, particularly when development is adjacent to residential, open space, or other sensitive uses.</p> <p>DS-42: Loading and service entrances shall not intrude on the public view or interfere with pedestrian and vehicular flows and shall be located to minimize noise and odor impacts to nearby uses and to integrate with the building design.</p> | Less than significant |
| 3.4 Energy, Greenhouse Gases, and Climate Change | | |
| 3.4-1 Implementation of the proposed Plan would not lead to wasteful, inefficient, or unnecessary consumption of energy. | <p>Land Use Chapter</p> <p>P-LU-3: Establish a neighborhood-serving retail center anchored by a grocery store. This center shall:</p> <ul style="list-style-type: none"> • Be visible and accessible from the BART station and Main Street; • Not preclude a potential future shared surface parking facility; and • Incorporate a major public space such as a plaza or park. <p>P-LU-9: The location of the Ground Floor Retail/Flex Space Overlay on the BART property north of I-580 is diagrammatic only on Figure 2-1. As the Plan is implemented, the Overlay shall apply to all building frontages along the Isabel Path between the north end of the BART pedestrian bridge and Isabel Avenue.</p> | Less than significant |

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| | <p>P-LU-44: Help connect businesses to the BART station through existing and emerging transportation technologies.</p> <p>Transportation Chapter</p> <p>P-TRA-1: Create a walkable street grid within a half-mile radius of the BART station (Neighborhood core area).</p> <ul style="list-style-type: none"> Block sizes within this area should range from 300-400 feet, with a maximum length of 600 feet. Where block lengths exceed 400 feet, mid-block crossings shall be installed. <p>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> <p>P-TRA-4: Create a continuous trail loop within the Isabel Neighborhood and links to the regional trail network outside of the Planning Area.</p> <ul style="list-style-type: none"> Partner with LARPD, East Bay Regional Parks District, and Alameda County to identify funding opportunities. <p>P-TRA-6: Provide pedestrian bridges and undercrossings to enhance the connectivity of the trail network and provide direct access to the BART station.</p> <ul style="list-style-type: none"> Orient pedestrian bridges to be as short, direct, and publicly visible as possible. <p>P-TRA-7: Provide multiple safe bicycle and pedestrian crossings of I-580 within the Isabel neighborhood.</p> <ul style="list-style-type: none"> 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. | |

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| | <p>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> <p>P-TRA-10: Provide bike parking areas at trailheads and major destinations and bicycle-signals at major intersections.</p> <p>P-TRA-13: Require development to meet the on-site bicycle parking requirements listed in Table 3-4. 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:</p> <ul style="list-style-type: none"> • 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. <p>P-TRA-14: Encourage BART station infrastructure to be integrated into the Neighborhood’s circulation and land use networks.</p> <p>P-TRA-16: Support direct, comfortable, shaded, safe, visible, and well-lit walking paths between the BART platform and surrounding development .</p> | |

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| | <p>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> <p>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> <p>P-TRA-21: Establish partnerships with transit operators, developers, technology providers, corporate shuttles, Transportation Network Companies, bike share operators, and other entities.</p> <p>P-TRA-22: With the exception of business park users outside of the Core, require property owners, residents, and tenants, to form a Transportation Management Association (TMA) for the Isabel Neighborhood. Required actions shall be determined by the TMA and may include but are not limited to the following:</p> <ul style="list-style-type: none"> • Monitor and manage the vehicular and bicycle parking supply for all retail uses north of I-580, rather than on a project or site basis. • Work with LAVTA and BART to alter or add bus routes and/or provide free shuttle service between the BART station and major destinations such as Las Positas College. • Establish neighborhood-wide car-sharing and/or bike sharing programs. • Implement programs for streetscape maintenance and beautification projects along Main Street, Pedestrian Streets, and Bike Streets. • Implement informational campaigns using brochures, boards/kiosks, or other communication outlets. • Provide technical support to businesses and homeowner associations in the implementation of TDM measures. | |

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| | <ul style="list-style-type: none"> • Implement a wayfinding signage program for motorists, bicyclists and pedestrians prior to construction of Phase I. <p>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:</p> <ul style="list-style-type: none"> • 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. <p>P-TRA-24: Following station opening, require businesses within a half-mile of the BART station to implement at least two of the following TDM programs (to be implemented through the initial Site Plan Design Review process for new development or through the Zoning Clearance process after construction):</p> <ul style="list-style-type: none"> • Parking cash-out for employees that do not drive to work. • Transit passes (such as the Clipper Card) for employees. • Car-sharing or bike-sharing program. • Carpool and vanpool ride-matching services. • Guaranteed ride home for transit users and car/vanpoolers. • Flexible work schedules, shortened work weeks, or options to telecommute. <p>Parks, Public Facilities, and Infrastructure Chapter</p> <p>P-PF-22 Work with the School District, LARPD, Livermore Amador Valley Transit Authority (LAVTA), property owners, and developers to create and/or</p> | |

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| | <p>improve safe walking/biking routes to the public schools serving the Isabel Neighborhood</p> <p>P-PF-23 Incorporate school access into the Neighborhood’s Transportation Demand Management program (described in Chapter 3). Strategies to consider include school busing, carpooling programs, Walk/Bike to School Days, a Walking School Bus program, and bicycle trains.</p> <p>Environmental Resources Chapter</p> <p>P-ENV-11: Require new large commercial projects to prepare a loading plan aimed to minimize truck idling and reduce diesel particulate emissions related to truck loading.</p> <p>P-ENV-12: Require construction projects to implement the following measures recommended by the BAAQMD, as applicable:</p> <ul style="list-style-type: none"> • 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, | |

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| | <p>Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points;</p> <ul style="list-style-type: none"> • 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 • Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. 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. <p>Urban Design Chapter</p> <p>DS-9: A pedestrian- and bicycle-only pathway shall be provided between the north end of the BART pedestrian bridge and the corner of Gateway Avenue and Main Street, crossing Isabel Avenue and passing through the Retail Center block.</p> <p>DS-10: The Isabel Path shall be designed to be as direct, flat, and visually unobstructed as possible to maximize accessibility and reduce the walking distance to and from the BART Station.</p> <p>DS-11: The City shall coordinate with BART and the property owner/developer of the Retail Center block to determine the appropriate method for crossing Isabel Avenue along the Isabel Path. Considerations may include: grading, pedestrian safety, directness, utility relocation.</p> <p>DS-13: The following pedestrian amenities shall be provided along the Isabel Path:</p> <ul style="list-style-type: none"> • seating such as benches and terraced steps, • public art, • lighting, • drinking fountains, | |

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| | <ul style="list-style-type: none"> • trash/recycling receptacles, and • additional/specialty landscaping. <p>DS-27: Site plans shall establish well-defined, accessible, direct, and well-lit pedestrian links between buildings, sidewalks, parking areas, trails, and any on-site or nearby public spaces such as bus stops and the BART station.</p> <p>DS-28: Where possible, large-scale developments shall be broken up by pedestrian paths that connect to the street grid.</p> <p>DS-58: Windows shall be operable to the extent possible, to allow natural ventilation and potentially eliminate the need for mechanical ventilation. If mechanical systems are necessary, energy-efficient and low emission heating, ventilation and air conditioning (HVAC) systems shall be used.</p> | |
| 3.4-2 Implementation of the proposed Plan would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. | <p>Land Use Chapter</p> <p>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> <p>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> <p>P-LU-36: Pursue grant opportunities funds for transit-oriented development such as those using cap and trade.</p> <p>Transportation Chapter</p> <p>P-TRA-8: Provide four-legged crosswalks at new signalized or stop-controlled intersections.</p> <p>P-TRA-11: Incorporate traffic calming measures to slow vehicle speeds and increase the visibility of pedestrian crossings.</p> | Less than significant with mitigation |

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| | <p>P-TRA-15: Prioritize pedestrian safety when designing roadways serving the BART station.</p> <p>P-TRA-18: Coordinate with BART to keep the station area safe, clean, and secure through:</p> <ul style="list-style-type: none"> • 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. <p>Parks, Public Facilities, and Infrastructure Chapter</p> <p>P-PF-30: Require all new development to participate in all City, County, and State diversion programs and construction regulations in effect at the time of issuance of building permits.</p> <p>P-PF-31: Work with residents, businesses, LARPD, and Livermore Sanitation (or current franchise hauler) to exceed the City's 75 percent waste diversion goal in the Isabel Neighborhood.</p> <ul style="list-style-type: none"> • Design new development to make recycling, composting, and organic material collection as convenient as possible for residents, employees, and visitors. • Reduce the amount of solid waste that must be processed through implementation of recycling programs, composting, source reduction (such as packaging), purchasing policies, and manufacturing processes. • Continue to implement educational and outreach programs on available diversion programs and best practices. • Encourage businesses to participate in the Bay Area's Green Business Program. • Support the expansion of organics capacity in Alameda County. <p>P-PF-36: Require new development to install water efficient appliances and fixtures such as low-flow faucets and toilets.</p> | |

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| | <p>P-PF-37: Require new development to comply with State and City’s mandatory water efficient landscape ordinance (WELO).</p> <p>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.</p> <p>P-PF-39: Allow the use of rainwater harvesting systems, consistent with regional permit requirements.</p> <p>P-PF-40: Restaurants and others that discharge grease into the wastewater treatment system shall be required to reduce impacts through individual or collective pretreatment facilities.</p> <p>P-PF-41: Design new streetscape and landscaped areas in the public right-of-way for stormwater management and the efficient use of water through:</p> <ul style="list-style-type: none"> • The installation of low-maintenance, drought-resistant plant palettes; • Use of low-flow irrigation systems; and • Use of bioswales and rain gardens in planting areas, curb extensions, and other green infrastructure. <p>P-PF-42: Require new development to incorporate low impact landscape design, such as natural drainage systems and groundwater recharge features, consistent with stormwater permit requirements.</p> <p>Urban Design Chapter</p> <p>DS-8: Traffic-calming measures, such as zebra striping for crosswalks, speed tables, and bulb-outs shall be employed along the bus loop north of I-580.</p> <p>DS-26: Buildings shall be oriented such that frontages and entrances are visible and accessible from the public right-of-way, on-site common areas, pedestrian pathways, parks, and/or plazas.</p> | |

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| | <p>DS-81: A variety of site furnishings shall be considered and incorporated into site plans to promote a sense of comfortable outdoor living space for the pedestrian realm. Examples of such features include but are not limited to seating, freestanding planters, ornamental trash/recycling containers, cigarette ash receptacles, drinking fountains including pet basins, fountains or other water features, bollards, kiosks for information or artwork, sculptures, bicycle racks, and/or newspaper racks.</p> <p>Environmental Resources Chapter</p> <p>P-ENV-15: Ensure that all applicants proposing new development projects within the Planning Area require their contractors, as a condition of contract, to reduce construction-related GHG emissions through implementation of the Bay Area Air Quality Management District’s recommended best practices, including but not limited to the following measures (based on BAAQMD’s 2017 CEQA Guidelines):</p> <ul style="list-style-type: none"> • Ensuring alternative fueled (e.g. biodiesel, electric) construction vehicles/equipment make up at least 15 percent of the fleet; • Ensuring at least 10 percent of building materials are local building materials (sourced from within 100 miles of the Planning Area); and <p>Recycling or reusing at least 50 percent of construction waste or demolition materials.</p> | |
| 3.4-3 Implementation of the proposed Plan would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. | Refer to policies, design standards, and design guidelines identified under Impact 3.4-2. | Less than significant with mitigation |
| 3.5 Aesthetics | | |

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| <i>Impact</i> | <i>Proposed Goals and Policies that Reduce the Impact</i> | <i>Significance Level</i> |
| 3.5-1 Implementation of the proposed Plan will have a substantial adverse effect on some scenic vistas. | Land Use Chapter G-LU-2: Protect existing scenic views to the extent possible and create new view corridors from within the Planning Area. | Significant and unavoidable |
| 3.5-2 Implementation of the proposed Plan would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.5-3 Implementation of the proposed Plan would substantially degrade the existing visual character or quality of the site and its surroundings. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.5-4 Implementation of the proposed Plan would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.6 Noise | | |
| 3.6-1 Implementation of the proposed Plan could expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies. | Construction Noise No policies are required to reduce this impact below a level of significance. Operation Traffic Noise No proposed plan goals or policies would reduce this impact. Traffic Noise Compatibility for Future On-site Sensitive Land Uses Land Use Chapter | Construction, less than significant; Operation, significant and unavoidable |

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| | <p>P-LU-19: Require that project applicants for future development in areas where noise is predicted to exceed compatibility standards prepare a detailed acoustical analysis of the noise environment and project characteristics. The analysis should determine whether noise insulation or protection features are required to achieve consistency with the applicable exterior and interior noise compatibility standards. The City shall review and approve the acoustical analyses for proposed projects prior to the issuance of building permits or as part of the planning entitlement process. Project applicants shall then be required to implement measures to ensure exterior and interior noise compatibility with the applicable standards, where feasible.</p> <p>Environmental Resources Chapter</p> <p>P-ENV-2: All residential building spaces must be improved or constructed in such a manner that noise levels do not exceed a maximum decibel rating of 45 dBA with windows closed. If windows must be closed 100% of the time to achieve this standard, a fresh air ventilation system must be utilized.</p> <p>P-ENV-3: Require residential and other noise sensitive land uses within the 60 dBA or higher contours for freeway or major street noise to complete a noise analysis to verify that the interior noise standard can be met.</p> <p>P-ENV-4: Although not anticipated, any noise sensitive land uses within the 60 dBA contour for the airport shall incorporate adequate noise attenuation into the design and site planning of the project in order to achieve an interior noise level of not more than 45 dBA CNEL.</p> <p>P-ENV-5: Recreational facilities within new public parks and common open space areas on private development sites should be located and designed such that ambient noise levels do not exceed 70 dBA CNEL. This guideline does not apply to multi-use trails or private outdoor spaces within developments (refer to Chapter 2 for open space definitions).</p> <p>Train Noise from BART</p> | |

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| | <p>No policies are required to reduce this impact below a level of significance.</p> <p>Operational Noise from Noise-generating Stationary Equipment</p> <p>Environmental Resources Chapter</p> <p>P-ENV-7: The following limits shall apply to noise-generating land uses, as measured from the property line:</p> <ul style="list-style-type: none"> • In residential areas of the Isabel Neighborhood, exterior noise levels may not exceed 65 dBA from 7:00a.m. to 12:00a.m or 60 dBA from 12:00a.m. to 7:00a.m. • Along Main Street and in the office, commercial, or business park areas of the Isabel Neighborhood, exterior noise levels may not exceed 75 dBA from 7:00a.m. to 12:00a.m or 65 dBA from 12:00a.m. to 7:00a.m. <p>Special Event Operational Noise</p> <p>No policies are required to reduce this impact below a level of significance.</p> | |
| <p>3.6-2 Implementation of the proposed Plan could expose persons to or generate excessive groundborne vibration or ground-borne noise levels.</p> | <p>Construction Vibration</p> <p>Environmental Resources Chapter</p> <p>P-ENV-6: Reduce vibration impacts associated with construction activities by requiring construction contractors to implement measures to help reduce vibration levels at nearby sensitive receptors. Measures to reduce vibration levels include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Operating heavy equipment as far as practical from residential uses; • Using smaller bulldozers (operating weight less than 20,000 pounds) when grading must occur within approximately 50 feet of residential uses or other vibration sensitive uses; and | <p>Significant and unavoidable</p> |

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| | <ul style="list-style-type: none"> Using quiet pile driving technology (such as predrilling piles, using sonic or vibratory pile drivers, or using more than one pile driver to shorten the total duration of pile driving). <p>Stationary Source Vibration</p> <p>No policies are required to reduce this impact below a level of significance.</p> <p>Traffic Vibration</p> <p>No policies are required to reduce this impact below a level of significance.</p> <p>Train Vibration</p> <p>Land Use Chapter</p> <p>P-LU-20: Prohibit Category I facilities (according to the FTA guidelines, including research facilities with vibration-sensitive equipment) that use vibration-sensitive equipment that could be affected by BART train vibration in areas located within 600 feet of the BART tracks (Noting that 600 feet is the FTA screening distance for Category I land uses). These types of facilities shall be allowed within the Plan area in locations that are more than 600 feet from the BART tracks.</p> | |
| 3.6-3 Implementation of the proposed Plan could result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. | <p>Traffic Noise</p> <p>No proposed plan goals or policies would reduce this impact.</p> <p>Stationary Equipment Noise</p> <p>Policy P-ENV-7 as listed under Impact 3.6-1 above.</p> | Significant and unavoidable |
| 3.6-4 Implementation of the proposed Plan would not result in a substantial temporary or periodic increase in ambient noise levels in the project | No policies are required to reduce this impact below a level of significance. | Less than significant |

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| vicinity above levels existing without the project | | |
| 3.6-5 The proposed Plan would be located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, but would not expose people residing or working in the project area to excessive noise levels. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.6-6 The proposed Plan would not be located in the vicinity of a private airstrip or expose people residing or working in the project area to excessive noise levels. | No policies are required to reduce this impact below a level of significance. | No impact |
| 3.7 Biological Resources | | |
| 3.7-1 Implementation of the proposed Plan would have a substantial adverse effect, either directly or through habitat modifications, on special-status species. | <p>Parks, Public Facilities, and Infrastructure Chapter</p> <p>P-PF-42: Require new development to incorporate low impact landscape design, such as natural drainage systems and groundwater recharge features, consistent with stormwater permit requirements.</p> <p>Urban Design Chapter</p> <p>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</p> | Less than significant with mitigation |

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| <i>Impact</i> | <i>Proposed Goals and Policies that Reduce the Impact</i> | <i>Significance Level</i> |
| | <p>Chapter 11 of the City’s Design Standards and Guidelines for additional guidelines related to Arroyos and Floodplains).</p> <p>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.</p> <p>DS-80: Design outdoor lighting adjacent to creeks to illuminate pathways but not shine directly onto or cause any glare for wildlife habitat.</p> <ul style="list-style-type: none"> • A photometric plan shall document that light levels fall to 0 foot-candles at the edge of identified habitat area. <p>Environmental Resources Chapter</p> <p>G-ENV-3: Protect and improve the quality of biological resources and habitat areas.</p> <p>P-ENV-18: Establish a minimum 100-foot buffer from all creek edges and restrict new development within the buffer.</p> <ul style="list-style-type: none"> • 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>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).</p> <p>P-ENV-20: Design pedestrian and vehicle bridges over creeks to span the bed and bank of the creek and to avoid placing bridge piers or footings within the creek, within bridge safety limits.</p> | |

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| | <p>P-ENV-21: Require that new development inventory sensitive resources and develop adequate measures to avoid or mitigate impacts for any parcel that may include special-status species habitat with a moderate or greater potential to exist in the Isabel Neighborhood. The inventory must be conducted by an independent, qualified biologist, and follow guidelines established for federally-listed species. If special-status species are identified, an avoidance strategy must be pursued where feasible.</p> <p>P-ENV-22: Require that project proponents avoid or minimize the introduction or spread of invasive plant species through measures such as the following:</p> <ul style="list-style-type: none"> • Cleaning construction equipment and vehicles in a designated wash area prior to entering and exiting the construction site. • Treating small, isolated infestations with eradication methods that have been approved by or developed in conjunction with CDFW and USFWS to prevent or destroy viable plant parts or seeds. • Minimizing surface disturbance to the greatest extent feasible to complete the work. • Using native, non-invasive species or non-persistent hybrids in erosion-control plantings to stabilize site conditions and prevent invasive plant species from colonizing. • Using weed-free imported erosion-control materials (or rice straw) in upland areas. <p>P-ENV-23: Require project proponents to comply with the East Alameda County Conservation Strategy (EACCS). Development activities will either obtain compensatory habitat mitigation through the EACCS, or use the mitigation prescribed in EACCS as a basis for near-term and longer-term mitigation and obtain coverage under separate applicable State and federal permits from CDFW and USFWS. The project proponent will be responsible for acquiring, funding, monitoring, restoring, enhancing, reporting, and implementing</p> | |

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| | <p>compensatory habitat mitigation and contingency actions per the applicable State and federal permits.</p> <p>In accordance with the EACCS, the project proponent will implement compensatory mitigation for impacts on habitat for the following species under or consistent with EACCS at the corresponding average mitigation ratios.</p> <ul style="list-style-type: none"> • Vernal pool fairy shrimp—10:1 ratio (mitigation area to impact area) • Callippe silverspot butterfly—5:1 • California tiger salamander and California red-legged frog—3:1 • Burrowing owl—3:1 • Temporary effects to State and federally listed species—1:1:1 <p>P-ENV-24: Where a biologist has identified areas supporting or potentially supporting sensitive biological resources, require project proponents to prepare and implement a worker environmental awareness training program prior to equipment staging, grading, or vegetation removal. The training program should be provided to all construction personnel (contractors and subcontractors) and include the following information:</p> <ul style="list-style-type: none"> • The need to avoid effects on sensitive biological resources and the importance of protecting habitat; • Penalties for not complying with applicable State and federal laws and permit requirements; • General restrictions and guidelines to be followed by all construction personnel to reduce or avoid effects on sensitive biological resources during construction; • The life history and habitat requirements of special-status species potentially occurring in or adjacent to the improvements footprint; and | |

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| | <ul style="list-style-type: none"> The terms and conditions of the Biological Opinions and other applicable permits. <p>In addition, the training program should educate construction supervisors and managers about invasive plant identification and the importance of controlling and preventing the spread of invasive plant infestations.</p> <p>P-ENV-25: If any work remains to be completed after the start of the rainy season (October 15 to June 1), require project proponents or their contractors to install exclusion fencing and erosion control measures prior to any ground disturbance within 50 feet of wetlands and vernal pools to be avoided by construction (where feasible) under the guidance of a City-approved biologist. The fencing should be installed around the perimeter of vernal pools and other seasonal wetlands and be erected and maintained under the supervision of the biologist.</p> <p>P-ENV-26: Require that construction within 300 feet of freshwater marsh or streambank habitat take place during the non-breeding season for tricolored blackbirds (September 1 through January 31) to the extent feasible.</p> <p>P-ENV-27: Require that construction and structure demolition/modification activities be conducted outside of the bird nesting season (February 1 to August 31) to the extent feasible.</p> | |
| 3.7-2 Implementation of the proposed Plan would not adversely affect riparian habitat and/or other sensitive natural communities in the Planning Area. | Goal G-ENV-3, Policies P-PF-42, and P-ENV-18 through P-ENV-21, and Design Standards DS-32 and DS-33, as listed under Impact 3.7-1. | Less than significant with mitigation |
| 3.7-3 Implementation of the proposed Plan would not adversely affect federally protected wetlands and other waters regulated under | Policy P-PF-42 and Design Standards DS-32, DS-33, as listed under Impact 3.7-1 above. | Less than significant with mitigation |

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| Section 404 of the Clean Water Act. | | |
| 3.7-4 Implementation of the proposed Plan would not interfere with the movement of wildlife species. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.7-5 Implementation of the proposed Plan would not conflict with the provisions of an adopted conservation plan. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.7-6 Implementation of the proposed Plan would not have the potential to conflict with local policies or ordinances protecting biological resources. | P-ENV-28: Require project proponents to compensate for tree removal during construction. Prior to the removal of any trees, proponents of projects within the Planning Area shall obtain a tree removal permit, and if necessary, develop a tree avoidance, minimization, and replacement plan in consultation with a certified arborist, the City of Livermore's Department of Public Works and/or the Community Development Department, and is consistent with the City of Livermore's Street Tree and Tree Preservation Ordinance Chapter 12.20. Replacement plantings should be native species where practicable. Invasive species (as defined by the California Invasive Plant Council) should not be planted. | Less than significant with mitigation |
| 3.8 Hazards and Hazardous Materials | | |
| 3.8-1 Implementation of the proposed Plan could create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.8-2 Implementation of the proposed Plan could create a significant | No policies are required to reduce this impact below a level of significance. | Less than significant |

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| hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. | | |
| 3.8-3 Implementation of the proposed Plan could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. | <p>Environmental Resources Chapter</p> <p>G-ENV-4: Minimize the exposure of new development in the Planning Area to hazardous materials and flooding.</p> <p>P-ENV-28: Require documentation of the site investigation and any required cleanup to be submitted to City staff during the entitlement review process. Remediation and clean-up of any contaminated sites in the Planning Area shall be in accordance with federal and State standards.</p> | Less than significant |
| 3.8-4 Implementation of the proposed Plan could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.8-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public uses airport, the project could result in a safety hazard for people | No policies are required to reduce this impact below a level of significance. | Less than significant |

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| residing or working in the project area. | | |
| 3.8-6 Implementation of the proposed Plan would not result in a safety hazard for people residing or working within the vicinity of a private airstrip. | No policies are required to reduce this impact below a level of significance. | No impact |
| 3.8-7 Implementation of the proposed Plan could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.8-8 Implementation of the proposed Plan could expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. | <p>Parks, Public Facilities, and Infrastructure Chapter</p> <p>G-PF-3: Maintain Livermore as a safe and livable community.</p> <p>P-PF-25: Ensure that new development in the Planning Area adequately addresses public safety considerations in building design, site planning, and business operations.</p> <ul style="list-style-type: none"> • 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>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> | Less than significant |

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| | P-PF-27: Ensure that LPFD and the Police Department have sufficient staffing to serve all new development and associated population growth in the Isabel Neighborhood. | |
| 3.9 Hydrology and Water Quality | | |
| 3.9-1 Implementation of the proposed Plan would not violate any water quality standards or waste discharge requirements. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.9-2 Implementation of the proposed Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.9-3 Implementation of the proposed Plan would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.9-4 Implementation of the proposed Plan would not substantially | No policies are required to reduce this impact below a level of significance. | Less than significant |

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| <i>Impact</i> | <i>Proposed Goals and Policies that Reduce the Impact</i> | <i>Significance Level</i> |
| alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. | | |
| 3.9-5 Implementation of the proposed Plan would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. | <p>Parks, Public Facilities, and Infrastructure Chapter</p> <p>P-PF-39: Allow the use of rainwater harvesting systems, consistent with regional permit requirements.</p> <p>P-PF-42: Require new development to incorporate low impact landscape design, such as natural drainage systems and groundwater recharge features, consistent with stormwater permit requirements.</p> | Less than significant with mitigation |
| 3.9-6 Implementation of the proposed Plan would not otherwise substantially degrade water quality. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.9-7 Implementation of the proposed Plan would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation | No policies are required to reduce this impact below a level of significance. | Less than significant |

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| map or structures within a 100-year flood hazard area which would impede or redirect flood flows. | | |
| 3.9-8 Implementation of the proposed Plan would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. | No policies are required to reduce this impact below a level of significance. | No impact |
| 3.9-9 Implementation of the proposed Plan would not result in inundation by seiche, tsunami, or mudflow. | No policies are required to reduce this impact below a level of significance. | No impact |
| 3.10 Utilities and Service Systems | | |
| 3.10-1 Implementation of the proposed Plan would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.10-2 Implementation of the proposed Plan would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. | No policies are required to reduce this impact below a level of significance. | Less than significant |

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| 3.10-3 Implementation of the proposed Plan would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.10-4 Implementation of the proposed Plan would not result in insufficient water supplies available to serve the project from existing entitlements and resources, or require expanded entitlements. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.10-5 Implementation of the proposed Plan would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.10-6 Implementation of the proposed Plan would not result in solid waste disposal needs that exceed the permitted landfill | No policies are required to reduce this impact below a level of significance. | Less than significant |

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| capacity serving the Planning Area. | | |
| 3.10-7 Development under the Proposed Project would comply with federal, State, and local statues and regulations related to solid waste. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.11 Public Services and Recreation | | |
| 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. | <p>Parks, Public Facilities, and Infrastructure Chapter</p> <p>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 shall be required to dedicate land for such purpose and provide park improvements at the time of development.</p> <p>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 Chapter 3, Transportation, and design standards and guidelines in Chapter 5, Urban Design, and necessary regulatory permits.</p> <p>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.</p> | Less than significant |
| 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, | <p>Parks, Public Facilities, and Infrastructure Chapter</p> <p>P-PF-37: Require new development to comply with State and City’s mandatory water efficient landscape ordinance (WELO).</p> <p>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.</p> | Less than significant |

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| <p>construction of which could cause significant environmental impacts.</p> | <p>Urban Design Chapter</p> <p>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).</p> <p>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.</p> <p>Environmental Resources Chapter</p> <p>G-ENV-2: Minimize exposure of new development, especially residents and other sensitive pollution groups, to air quality hazards.</p> <p>P-ENV-12: Require construction projects to implement the following measures recommended by the BAAQMD, as applicable:</p> <ul style="list-style-type: none"> • 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; | |

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| | <ul style="list-style-type: none"> • 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 • Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. 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. <p>G-ENV-3: Protect and improve the quality of biological resources and habitat areas.</p> <p>P-ENV-18: Establish a minimum 100-foot buffer from all creek edges and restrict new development within the buffer.</p> <ul style="list-style-type: none"> • 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 multi-use trail within the creek edge buffer, and incorporate interpretive signage for educational purposes in public access areas along creeks. <p>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).</p> | |

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| <p>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.</p> | <p>Parks, Public Facilities, and Infrastructure Chapter</p> <p>G-PF-2: Promote adequate and accessible educational facilities for Isabel Neighborhood residents.</p> <p>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:</p> <ul style="list-style-type: none"> • Acquire some or all of the former charter school site (indicated with a School Overlay on Figure 2-1) 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>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> <p>P-PF-23: Incorporate school access into the Neighborhood’s Transportation Demand Management program (described in 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> <p>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.</p> <p>G-PF-3: Maintain Livermore as a safe and livable community.</p> | <p>Less than significant</p> |

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| | <p>P-PF-25: Ensure that new development in the Planning Area adequately addresses public safety considerations in building design, site planning, and business operations.</p> <ul style="list-style-type: none"> • 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>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> <p>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> <p>P-PF-28: Coordinate with BART and 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> <p>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.</p> <p>G-PF-5: Provide sufficient water supplies and facilities to serve new development under the Isabel Neighborhood Plan.</p> <p>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.</p> | |

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| | Environmental Resources Chapter Policy P-ENV-12 as listed under Impact 3.11-2 above. | |
| 3.12 Geology and Soils | | |
| 3.12-1 Implementation of the proposed Plan would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction, or; landslides. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.12-2 Implementation of the proposed Plan would not result in substantial soil erosion or topsoil loss. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.12-3 Implementation of the proposed Plan would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse due to location of structures on a | No policies are required to reduce this impact below a level of significance. | Less than significant |

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| geological unit or soil that is unstable or that would become unstable as a result of the project. | | |
| 3.12-4 Implementation of the proposed Plan would locate structures on expansive soil, as defined in Section 1803.5.3, Expansive Soil, of the California Building Standards Code (2013), creating substantial risks to life or property. | No policies are required to reduce this impact below a level of significance. | Less than significant |
| 3.12-5: Implementation of the proposed Plan would not locate structures on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. | No policies are required to reduce this impact below a level of significance. | No impact |
| 3.13 Cultural and Tribal Resources | | |
| 3.13-1 Implementation of the Isabel Neighborhood Plan would cause a substantial change to the significance of a historical resource, defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate | Parks, Public Facilities, and Infrastructure Chapter P-PF-18: Require that development projects involving the alteration, relocation, or demolition of historical resources include interpretative signage with historical images and information for residents, employees, and passers-by to learn about the property and its significance. The content of the interpretive signage shall be prepared by a qualified Architectural Historian and graphic design professional. | Significant and unavoidable |

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| <i>Impact</i> | <i>Proposed Goals and Policies that Reduce the Impact</i> | <i>Significance Level</i> |
| <p>surroundings such that the significance of a historical resource would be materially impaired (Guidelines Section 15064.5).</p> | <p>P-PF-19: Incorporate elements commemorating Gandolfo Ranch into the park development in order to promote understanding among visitors of the site’s historical significance. Such elements may include, but are not limited to, interpretive signage and preserved structures or other character-defining features.</p> <p>P-PF-20: Require, prior to issuance of permits for the alteration, relocation, or demolition of a historical resource, that the project sponsor conduct Historic American Buildings Survey (HABS) and Historic American Landscapes Survey (HALS) Level II documentation.</p> <ul style="list-style-type: none"> • The HABS Level II documentation package should include: reproductions of existing drawings, large-format photography of the property and individual contributing buildings and structures, and architectural data forms for all contributing buildings and structures. The Secretary of the Interior’s Guidelines for Architectural and Engineering Documentation shall be consulted to determine the content of the HABS submittal. • The HALS Level II documentation package should include: large-format photographs of the overall site and individual landscape features, long-form HALS historical report, and archival reproduction of original drawings. If original drawings are not available, a site plan (drawn to scale) shall be prepared for the site. The HALS Guidelines for Historical Reports, Drawings and Photography should be consulted to determine the appropriate content and format of the HALS submittal. | |
| <p>3.13-2 Implementation of the proposed Plan would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.</p> | <p>Environmental Resources Chapter</p> <p>P-ENV-34: When future individual projects are proposed and require site-specific environmental reviews, require project proponent to retain a professional who meets the Secretary of the Interior’s standards for archaeology to conduct a project-level study of the proposed action. Such studies will include the following:</p> | <p>Less than significant</p> |

| Table ES-3: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact | | |
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| <i>Impact</i> | <i>Proposed Goals and Policies that Reduce the Impact</i> | <i>Significance Level</i> |
| | <ul style="list-style-type: none"> • Review of the NWIC records search or conduct an updated records search, if necessary; • Archaeological pedestrian survey of the proposed project area; and • Formal evaluation to determine NRHP or CRHR eligibility. <p>In those instances where it has been determined that unique archaeological resources will be impacted, recommended mitigation measures, including but not limited to, avoidance, preservation in place, and data recovery will be applied.</p> | |
| 3.13-3 Implementation of the proposed Plan would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. | <p>Environmental Resources Chapter</p> <p>P-ENV-35: Require that all applicants proposing development projects within the Planning Area retain a qualified paleontologist, as defined by the Society for Vertebrate Paleontology, who is experienced in teaching non-specialists, prior to the start of any excavation, drilling, or pile-driving activities. The qualified paleontologist will train all construction personnel who are involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction, and proper notification procedures should fossils be encountered. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate the significance. The qualified paleontologist will also make periodic visits during earthmoving in high sensitivity sites to verify that workers are following the established procedures.</p> <p>P-ENV-36: Require development to follow the following steps regarding discovery of paleontological resources:</p> <ul style="list-style-type: none"> • If paleontological resources are discovered during earthmoving activities, the construction crew will immediately cease work near the find and notify the project applicant. Construction work in the affected areas will remain stopped or be diverted to allow recovery of fossil remains in a timely manner. | Less than significant |

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| <i>Impact</i> | <i>Proposed Goals and Policies that Reduce the Impact</i> | <i>Significance Level</i> |
| | <ul style="list-style-type: none"> • The project applicant will retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines. The recovery plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. • Recommendations in the recovery plan that are determined by the project applicant to be necessary and feasible will be implemented before construction activities can resume at the site where the paleontological resources were discovered. <p>The project applicant will be responsible for ensuring that the monitor's recommendations regarding treatment and reporting are implemented.</p> | |
| 3.13-4 Implementation of the proposed Plan would not result in a significant disturbance to human remains, including those interred outside of formal cemeteries. | <p>Environmental Resources Chapter</p> <p>P-ENV-37: Ensure that all future development in the Planning Area shall occur in accordance with State laws pertaining to the discovery of human remains. Accordingly, if human remains of Native American origin are discovered during project construction, the developer and/or the Planning Department shall comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Pub. Res. Code Sec. 5097). If any human remains are discovered or recognized in any location on a project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <ul style="list-style-type: none"> • The Alameda County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and • If the remains are of Native American origin: <ol style="list-style-type: none"> i. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with | Less than significant with mitigation incorporated |

| Table ES-3: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact | | |
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| <i>Impact</i> | <i>Proposed Goals and Policies that Reduce the Impact</i> | <i>Significance Level</i> |
| | <p>appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or</p> <p>ii. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.</p> | |
| 3.13-5 Implementation of the proposed Plan would not cause a substantial adverse change in the significance of a tribal cultural resource. | No policies are required to reduce this impact below a level of significance. | No impact |
| 3.14 Agricultural Resources | | |
| 3.14-1 Buildout of the proposed Plan would convert Prime Farmland or Unique Farmland to non-agricultural use. | <p>Land Use Chapter</p> <p>P-LU-21: The City recommends that development of the BART provide compensatory mitigation, per the BART to Livermore Extension EIR. To the maximum extent feasible, compensatory mitigation shall be implemented in Eastern Alameda County at sites immediately adjacent to the area of the BART to Livermore extension project impacts. If this is not acceptable to Resource Agencies, other properties in North Livermore and Doolan Canyon (within unincorporated Alameda County) offer many opportunities. Potential mitigation areas that are farther from the BART to Livermore extension project footprint but still within Eastern Alameda County include: Altamont Hills, Greenville Road, and South Livermore.</p> <p>P-LU-22: Open space preservation should prioritize land that is adjacent to urban growth boundaries and/or existing easements, in order to create and protect wildlife corridors.</p> <p>P-LU-23: The City shall work with BART and Alameda County to leverage other resources for open space preservation to maximize the value of the mitigation and benefits to North Livermore.</p> | Significant and unavoidable |

| Table ES-3: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact | | |
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| | P-LU-24: Development of the Gandolfo property shall acquire Prime farmland at a 1:1 ratio of compensatory mitigation under permanent easement or participate in the City's TDC program. | |
| 3.14-2 Buildout of the proposed Plan would not conflict with an existing zoning for agricultural use, or a Williamson Act contract. | No policies are required to reduce this impact below a level of significance. | Significant and unavoidable |
| 3.14-3 Buildout of the proposed Plan could result in changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. | No policies are required to reduce this impact below a level of significance. | Less than significant |

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