

3. ENVIRONMENTAL ANALYSIS

This chapter of the Draft Environmental Impact Report (EIR) is made up of 18 topical sections that examine the environmental setting of the proposed Project, analyze the effects of the proposed Project and the significance of its impacts, and recommend mitigation measures to reduce or avoid impacts.

The proposed Project is analyzed for potential significant impacts in accordance with Appendix F, *Energy Conservation*, and Appendix G, *Environmental Checklist Form*, of the California Environmental Quality Act (CEQA) Guidelines. Environmental topics and their corresponding sections and abbreviations are:

3.1 Aesthetics (AES)	3.10 Hydrology and Water Quality (HYD)
3.2 Agricultural Resources (AGR)	3.11 Land Use and Planning (LUP)
3.3 Air Quality (AQ)	3.12 Mineral Resources (MIN)
3.4 Biological Resources (BIO)	3.13 Noise (NOI)
3.5 Cultural and Tribal Cultural Resources (CUL)	3.14 Population and Housing (POP)
3.6 Energy (ENE)	3.15 Public Services, Parks, and Recreation (PUB)
3.7 Geology and Soils (GEO)	3.16 Transportation (TRA)
3.8 Greenhouse Gas Emissions (GHG)	3.17 Utilities and Service Systems (USS)
3.9 Hazards and Hazardous Materials (HAZ)	3.18 Wildfire (WIL)

ORGANIZATION OF ENVIRONMENTAL ANALYSIS

To assist the reader with comparing information between environmental issues, each section is organized under these major headings:

- **Regulatory Framework** offers an overview of applicable laws, regulations, plans, and policies relevant to each environmental topic.
- **Existing Conditions** offers a description of the existing environmental conditions, providing a baseline against which the impacts of the proposed Project can be compared.
- **Standards for Analysis** refer to the quantitative or qualitative standards, performance levels, thresholds, or criteria used to evaluate whether an impact is significant. These standards are based primarily on the CEQA Guidelines unless otherwise noted. This section also provides an overview of key methods, assumptions, and considerations that inform the impact analysis.
- **Project Impact Analysis** provides a detailed discussion of the potential direct and indirect impacts of the proposed Project. Mitigation measures are included as necessary.

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- **Cumulative Impact Analysis** provides an overview of the geographic setting and cumulative projects considered in the cumulative impact assessment. Significant cumulative impacts are identified.
- **References** are provided for all information relied upon in the development of the analysis.

LEVELS OF SIGNIFICANCE

The level of significance is identified for each impact in this Draft EIR. Although the criteria for determining significance are different for each topical area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The proposed Project would result in no adverse effect on the environment.
- **Less than significant.** The proposed Project would not exceed the established significance criteria.
- **Significant.** The proposed Project would exceed the established significance criteria. For each significant impact, the EIR identifies mitigation measures to reduce, eliminate, or avoid the adverse effect. If one or more mitigation measures would reduce the impact to a less-than-significant level successfully, this is stated in the Draft EIR. This Draft EIR also evaluates the feasibility of potential mitigation measures.
- **Significant and unavoidable.** The proposed Project would exceed the established significance criteria, and no feasible mitigation measures are available to reduce the impact to a less-than-significant level.

SCOPING COMMENTS RECEIVED

As detailed in Chapter 1, *Introduction*, of this Draft EIR, a Notice of Preparation (NOP) of an EIR was issued by the City of Livermore on March 7, 2023, for a 30-day scoping period. Comments received during the scoping period are included in Appendix A, *NOP and Scoping Meeting Comments*, of this Draft EIR. Scoping comments generally addressed concerns regarding:

- The potential conversion of agricultural land resulting in permanent reduction of agricultural land resources and the need for mitigation, such as agricultural conservation easements
- The protection of cultural, historic, and tribal cultural resources
- The potential of fault rupture, ground shaking, liquefaction, and landslides to cause harm to future residents
- The potential release of hazardous materials during construction and the need for better identification of hazardous sites not just those on the Cortese List, soil sampling, hazardous materials surveys prior to demolition, and the release of hazardous materials during operation from mining waste from mining sites and pesticides from agricultural sites

- The need for an increase in new housing units and housing standards that discourage sprawl and result in the loss of agricultural land and open space, increased vehicle-miles traveled (VMT) and the associated greenhouse gas (GHG) emissions, air pollution, noise, and reduced walkability
- The increased need for multimodal transportation improvements to reduce VMT and the associated GHG emissions, air pollution, and noise

EVALUATION METHODOLOGY

Under CEQA, the decision whether an environmental effect should be considered significant is reserved to the discretion of the lead agency, based on substantial evidence in the record as a whole. An ironclad definition of significant effect is not always possible because the significance of an activity may vary based on the setting. Pursuant to CEQA Guidelines Section 15064(b), the analysis in this Draft EIR is based on scientific and factual data that has been reviewed by the lead agency and represents the lead agency's independent judgment and conclusions.

2045 Horizon Development Potential

The proposed Project is made up of a long-range policy document (General Plan 2045) and associated amendments to the Livermore Municipal Code [LMC] and Livermore Development Code [LDC]), that do not directly result in development without additional approvals. As detailed in Chapter 1, *Introduction*, of this Draft EIR, before any future development can occur in the EIR Study Area, as defined in Chapter 2, *Project Description*, it must be analyzed for consistency with the adopted General Plan, and requirements of the LDC, LMC, and other applicable local and State requirements; comply with the requirements of CEQA as applicable; and obtain all necessary clearances and permits from regulatory agencies.

The environmental analysis in this Draft EIR discusses the potential for adverse impacts to occur from extending the buildout potential in the EIR Study Area to horizon year 2045; increasing the buildout potential in the EIR Study Area; new and modified General Plan goals, policies, and actions; and amending the LDC and LMC for consistency with the General Plan.

The 2045 horizon development potential under the proposed Project includes the net increase of realistic development potential for the EIR Study Area that could occur over the next 20 years. Buildout methodology focused on vacant or under-developed land, pipeline development projects, proximity to existing or future transit and other infrastructure, sites that have already started transitioning to other uses, and/or sites where property owners have expressed interest in considering redevelopment or change.

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As shown in Table 2-3, *Proposed 2045 Buildout Projections in the EIR Study Area*, in Chapter 2 *Project Description*, of this Draft EIR, this combined projected new growth in the EIR Study Area for the 2045 horizon year includes approximately 16,610 new residential units; 43,820 new residents; and 6,110 new jobs. Because the proposed Project consists of a long-term policy document that is intended to guide future development activities and City actions, and because no specific development projects are proposed as part of the project, it is reasonable to assume that future development would occur incrementally or gradually over the approximately 20-year buildout horizon (e.g., 2025 to 2045). However, while this assumption describes the long-range nature of the proposed Project, it does not prohibit or restrict when development can occur over the horizon period.

Baseline

This Draft EIR evaluates the impacts of the proposed Project relative to existing conditions of the EIR Study Area, as required by CEQA Guidelines Section 15126.2. Generally, baseline represents the existing physical conditions “on the ground.” As allowed under CEQA Guidelines Section 15125(a)(1), this EIR uses several baseline conditions, as explained in each topical section, as applicable.

General Plan 2045 Goals, Policies, and Actions

As discussed in Chapter 2, *Project Description*, of this Draft EIR, the proposed General Plan 2045 goals, policies, and actions aim to reduce VMT, GHG emissions, air and water pollutants, wasteful energy consumption, and solid waste generation, and improve water-use efficiency by promoting infill development; increase opportunities for alternative modes of transportation, pedestrian and bicycle access and connectivity, and local jobs; protect open space; conserve natural resources; and require adherence to green building practices. The proposed General Plan 2045 goals, policies, and actions aim to avoid hazardous conditions and facilitate a healthy and safe environment. In addition, the proposed General Plan 2045 goals, policies, and actions aim to protect cultural resources, including historic buildings, and ensure new development and redevelopment is compatible with neighboring land uses. While the proposed General Plan 2045 goals, policies, and actions aim to reduce environmental impact, the EIR process provides an additional opportunity to modify the policies and programs to ensure they adequately reduce impacts from future development.

For each significant impact, the EIR must identify one or more feasible mitigation measure or explain why no feasible mitigation measures are available. CEQA Guidelines Section 15370 defines “mitigation” as including: (1) avoiding the impact altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of an action and its implementation; (3) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (4) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; or (5) compensating for the impact by

replacing or providing substitute resources or environments. An EIR should focus on mitigation measures that are feasible,¹ practical, and effective. Pursuant to CEQA Guidelines Section 12156.4(a)(1)(B), it is ordinarily not appropriate to defer the formulation of mitigation measures until some future time. The CEQA Guidelines acknowledge an exception, explaining that mitigation measures may specify performance standards for mitigating a significant impact that might be accomplished in various ways. Therefore, when it is known that mitigation is feasible, but it is impractical to devise specific measures during the planning process, the agency can commit itself to devising measures that satisfy performance criteria.

Additionally, this Draft EIR considers the potential for environmental impacts from the implementation of proposed General Plan 2045 policies and actions. Substantive General Plan policy and action changes include the addition, removal, or functional revisions (i.e., not purely semantic) to the text in ways that have the potential to result in a physical impact on the environment. Non-substantive changes include the renumbering of policies and actions or minor text revisions, which do not have the potential to result in a physical change to the environment. The content of the proposed General Plan 2045 policies and actions is directly integrated with and reflective of the proposed Project as a whole. Therefore, impact discussions for the effects of the proposed Project necessarily encompass analysis of the effects of the substantive policy and action changes as a whole, and those with relevance to CEQA topics are discussed in the appropriate chapters.

Municipal Code and Development Code Amendments

As required by State law, the proposed Project includes multiple components to ensure that each element of the Livermore General Plan is internally (or horizontally) consistent (Government Code Section 65300.5) and the LMC and LDC are consistent with the General Plan, also known as vertical consistency (Government Code Section 65860). As detailed in Chapter 2, *Project Description*, of this Draft EIR, the proposed LMC and LDC amendments include identifying targeted procedural revisions to the LMC and additional regulatory language to be located in the LDC to implement General Plan policies and maintain consistency between the planning documents. Updates to the LDC also include the adoption of a proposed Scenic Resources Overlay District with specific development and design standards to maintain scenic views and create inviting gateways and entryways into the Livermore community. Because the proposed amendments are to ensure consistency with the General Plan, the impacts from the proposed amendments are analyzed concurrently with the impacts of the proposed General Plan 2045. The effect of implementation of the proposed Scenic Resources Overlay District

1 Pursuant to CEQA Section 21061.1, the term “feasible” is defined to mean, “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.”

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would reduce environmental effects of future development related to scenic resources, which is discussed in Section 3.1, *Aesthetics*, of this Draft EIR.

National Laboratories

The Lawrence Livermore National Laboratory and Sandia National Laboratory are within the EIR Study Area. The Lawrence Livermore National Laboratory operates under federal jurisdiction, as it is a facility owned by the United States Department of Energy and managed by its National Nuclear Security Administration (NNSA) for the purpose of national security. Sandia National Laboratory is a government-owned facility managed by a contractor National Technology and Engineering Solutions of Sandia, under the NNSA. City or county governments, including the City of Livermore, do not have planning jurisdiction over the Lawrence Livermore National Laboratory and Sandia National Laboratory because they are federal properties. While the City does not have jurisdiction over these laboratories, some analyses presented in this Draft EIR include the laboratories in their growth projections, as it is difficult to extract data specific to the laboratories. However, the inclusion of the laboratories presents a conservative or “greatest impact” analysis.

Priority Development Areas and Transit Priority Areas

The Association of Bay Area Government (ABAG) and Metropolitan Transportation Commission (MTC) Plan Bay Area is the San Francisco Bay Area’s Regional Transportation Plan/Sustainable Community Strategy. Plan Bay Area is the long-range integrated transportation and land use/housing strategy through 2050 for the Bay Area, pursuant to the Sustainable Communities and Climate Protection Act (Senate Bill [SB] 375). ABAG and MTC adopted the current version of Plan Bay Area on October 21, 2021 (ABAG and MTC 2021a). Plan Bay Area 2050 is a limited and focused update to the Plan Bay Area 2040, with updated planning assumptions that incorporate key economic, demographic, and financial trends from the last several years. As part of the implementing framework for Plan Bay Area, Priority Development Areas (PDAs) and Transit Priority Areas (TPAs) are identified as areas where concentrated development can have beneficial environmental effects and reduce adverse environmental impacts.

PRIORITY DEVELOPMENT AREAS

A PDA is a place that has convenient public transit service, often referred to as “transit-oriented,” that is prioritized by local governments for housing, jobs, and services within existing communities. All PDAs are created and planned by local governments, which nominate eligible areas to ABAG for adoption. The PDAs identified throughout the Bay Area in Plan Bay Area 2050 were projected to accommodate 72 percent (or 985,000 units) of new housing and 48 percent (or 679,000) of new jobs in the region from the 2015 baseline (ABAG and MTC 2021a). Development in PDAs leverage existing infrastructure and therefore can minimize development in green field (undeveloped) areas and maximize growth in transit-rich communities to help

lower VMT and consequently reduce GHG emissions, air quality pollutants, and noise from vehicles with internal combustion engines dependent on fossil fuels and reduce wasteful, inefficient, or unnecessary consumption of energy resources. Additionally, due to the location, infill development in PDAs result in fewer impacts related to agricultural, forestry, mineral, archaeological, and biological resources, energy, geology and soils, hydrology and water quality, and wildfire. Impacts related to concentrated development in the PDAs are discussed throughout this Draft EIR.

Certain potential future residential or mixed-use residential projects and projects in PDAs that meet defined criteria in the CEQA Guidelines may be eligible for CEQA streamlining. For example, while not exclusive to PDAs, due to their urban setting, development in a PDA is more likely to qualify for a CEQA Guidelines Section 15332 Class 32 Categorical Exemption.

TRANSIT PRIORITY AREAS

Plan Bay Area 2050 also identifies TPAs, referred to as Transit-Rich PDAs (ABAG and MTC 2021b). These are areas within 0.5 miles of a major transit stop (i.e., a stop with service frequency of 20 minutes or less) that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon of a Transportation Improvement Program adopted pursuant to Code of Federal Regulations Section 450.216 or Section 450.322. TPAs generally include existing neighborhoods served by transit and contain a wide range of housing options along with jobs, schools, and amenities. Certain potential future residential or mixed-use residential projects and commercial projects in TPAs² that meet defined criteria in the CEQA Guidelines may be eligible for CEQA streamlining. Like development in PDAs, developing in TPAs also minimizes development in greenfield (undeveloped) areas and maximizes growth in transit-rich communities to help lower VMT and consequently reduce GHG emissions, air quality pollutants, and noise from vehicles with internal combustion engines dependent on fossil fuels and reduce wasteful, inefficient, or unnecessary consumption of energy resources.

With respect to future development in a TPA, SB 743, which became effective on January 1, 2014, amended the CEQA Statute by adding Section 21099 regarding analysis of transportation, aesthetics, and parking impacts for urban infill projects, among other provisions. SB 743 required the Governor's Office of Land Use and Innovation (LCI), previously known as the Office of Planning and Research, to identify new metrics for identifying and mitigating transportation impacts under CEQA, shifting from a congestion-based (level of service or LOS) standard to a VMT standard. With the passage of SB 743 and the subsequent adoption of revised CEQA Guidelines (December 2018), level of service can no longer be used as a criterion for identifying significant transportation impacts for projects regardless of their location. Transportation impacts are discussed in Section 3.16, *Transportation*, of this Draft EIR.

² A project in a transit priority area is referred to as a transit priority project (TPP).

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With respect to aesthetics and parking, CEQA Statute Section 21099(d)(1), states, “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a TPA shall not be considered significant impacts on the environment.” Accordingly, these topics are no longer considered in determining significant environmental effects for projects that meet all three of the following criteria:

- Is located on an infill site that is defined as “a lot located within an urban area that has been previously developed or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses.”
- Is a residential, mixed-use residential, or an employment-center project. An employment center is defined as “a project located on property zoned for commercial uses with a floor area ratio (FAR)³ of no less than 0.75 and that is located within a transit priority area. (Section 21099(a)(1).”
- Is in a transit priority area, as defined above.

Accordingly, pursuant to Section 21099, no significant aesthetic or parking impacts can be made in the environmental analysis for potential future qualifying development in the TPAs in the EIR Study Area as they exist today or are modified over the buildout horizon.

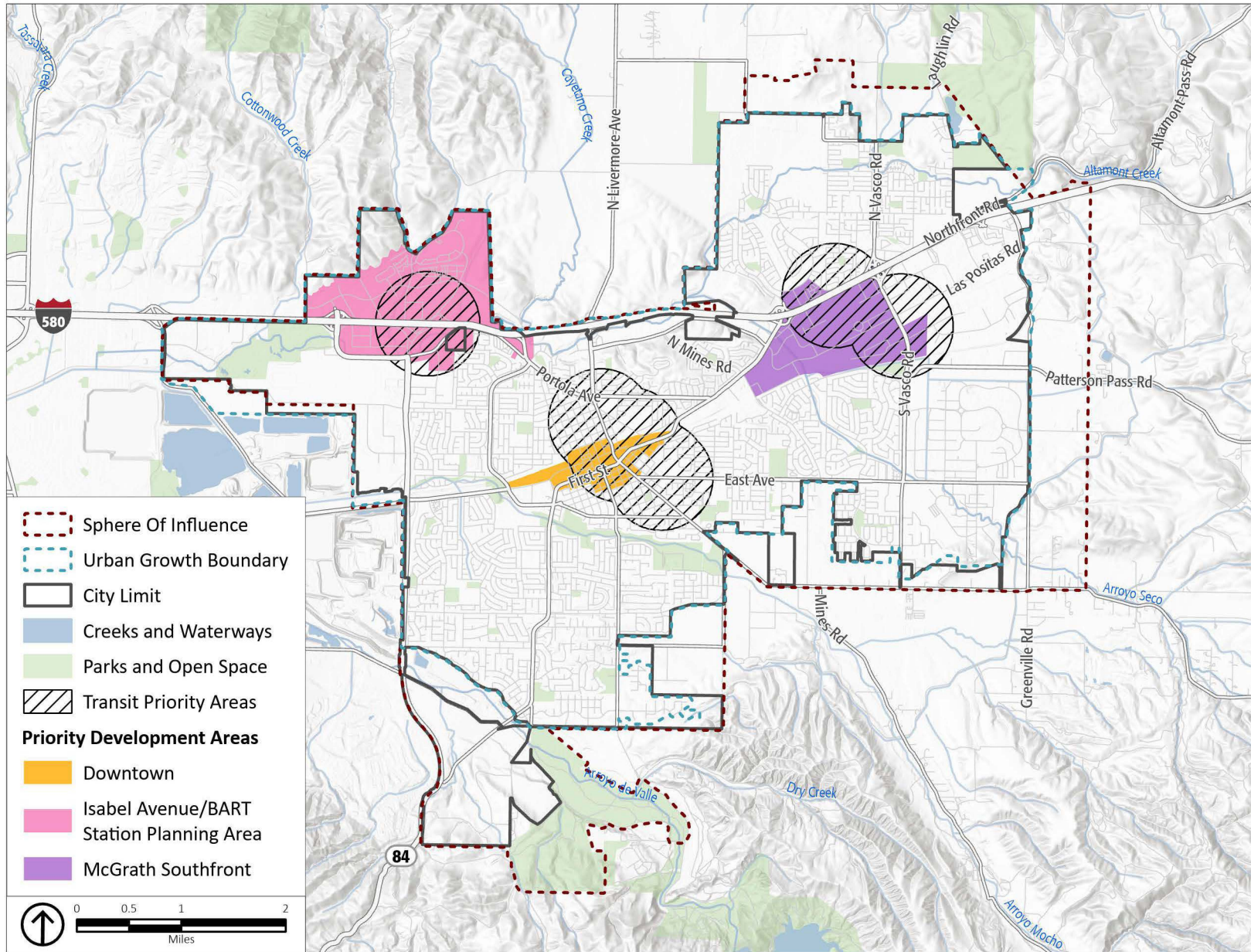
EIR STUDY AREA PRIORITY DEVELOPMENT AND TRANSIT PRIORITY AREAS

The EIR Study Area includes three PDAs and three TPAs. These are the Downtown PDA and TPA surrounding the Downtown Livermore Station area in central Livermore, the Isabel Avenue/BART Station Planning Area PDA and TPA surrounding the proposed Isabel BART station in northwest Livermore, and the McGrath Southfront PDA and TPA in east Livermore. See Figure 3-1, *Priority Development Areas and Transit Priority Areas*.

Parking

Effective in 2010, parking inadequacy as a significant environmental impact was eliminated from the CEQA Guidelines by LCI, which is the entity charged with drafting guidelines to help agencies implement CEQA. Accordingly, parking adequacy in the EIR Study Area is not discussed further in this Draft EIR.

³ A common measure of building intensity is Floor Area Ratio (FAR), which is determined by dividing the amount of gross floor space in a building by the total area of the parcel it occupies. For example, a 10,000 square-foot building on a 20,000 square-foot parcel has a FAR of 0.5 or 50 percent.



Source: City of Livermore, 2022; Association of Bay Area Governments and Metropolitan Transportation Commission 2023.

Figure 3-1
Priority Development Areas and Transit Priority Areas

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Potential Effects of the Project on the Environment

The California Supreme Court concluded in *California Building Industry Association vs. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 that “CEQA generally does not require an analysis of how existing environmental conditions will impact a project’s future users or residents.” The Court’s ruling in this case provided for several exceptions to the general rule where an analysis of the project on the environment is warranted:

1. If the project would exacerbate existing environmental hazards (such as exposing hazardous waste that is currently buried).
2. If the project qualifies for certain specified exemptions (certain housing projects and transportation priority projects pursuant to CEQA Statute Sections 21159.21 (f),(h); 21159.22 (a),(b)(3); 21159.23 (a)(2)(A); 21159.24 (a)(1),(3); or 21155.1 (a)(4),(6)).
3. If the project is exposed to potential noise and safety impacts on projects due to proximity to an airport (pursuant to CEQA Statute Section 21096).
4. School projects require specific assessment of certain environmental hazards (pursuant to CEQA Statute Section 21151.8).

Therefore, the evaluation of the significance of project impacts under CEQA focuses on the potential impacts of the proposed Project on the environment, including whether the proposed Project may exacerbate any existing environmental hazards. Existing environmental hazards in the EIR Study Area include, but are not limited to, seismic hazards, hazardous materials, flooding, and wildfire. While the effects of these hazards on the proposed Project are generally not subject to CEQA review following the Court’s ruling on this case, a discussion of the project’s potential to exacerbate these hazardous conditions is provided in Section 3.7, *Geology and Soils*; Section 3.9, *Hazards and Hazardous Materials*; Section 3.10, *Hydrology and Water Quality*; and Section 3.18, *Wildfire*, of this Draft EIR.

Cumulative Methodology

Although the environmental effects of an individual project may not be significant when that project is considered separately, the combined effects of several projects may be significant when considered collectively, or in other words, cumulatively. A cumulative impact consists of an impact created from the combination of a project, together with other reasonably foreseeable projects causing related impacts. CEQA Guidelines Section 15130 requires an EIR to discuss cumulative impacts of a project when the project’s incremental effect is “cumulatively considerable.” Cumulative effects could occur when future development under the General Plan 2045 is combined with development in the surrounding area or, in some instances, in the entire region.

Pursuant to CEQA Guidelines Section 15130(a)(3), where a cumulative impact is significant when compared to baseline conditions, the analysis must address whether the project's contribution to the significant cumulative impact is "considerable." If the contribution of the project is considerable, then the EIR must identify potentially feasible measures that could avoid or reduce the magnitude of the project's contribution to a less-than-considerable level. If the project's contribution is not considerable, it is considered less than significant and no mitigation for the project's contribution is required. Cumulative impact analysis may be less detailed than the analysis of the project's individual effects (CEQA Guidelines 15130[b]).

CEQA Guidelines Section 15130(b)(1) states that the information used in the analysis of cumulative impacts should come from one of two sources:

- A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- A summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of GHG emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

Because of the programmatic nature of the proposed Project, this Draft EIR uses the projections approach for the cumulative analysis and considers the environmental effects of the development buildout as described in Table 2-3, *Proposed 2045 Buildout Projections in the EIR Study Area*, in Chapter 2, *Project Description*, as they pertain to the cumulative setting (e.g., immediate project vicinity, regional growth projections, county, watershed, air basin), which depends on the environmental topic being analyzed. Because the proposed Project is a long-range plan that considers the environmental effects of buildout of the proposed Project through 2045, the impact discussions in Sections 3.1 through 3.18 are by their very nature presented as a cumulative analysis. Cumulative impacts for most issue areas are not quantifiable and are therefore discussed in general qualitative terms as they pertain to development patterns in the surrounding region. Table 3-1, *Cumulative Impact Setting Overview by Environmental Topic*, provides a summary of the environmental setting presented in Sections 3.1 through 3.18.

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Table 3-1 Cumulative Impact Setting Overview by Environmental Topic

Section	Topic	Setting Overview
3.1	AES	<i>Eastern Alameda County Regional Viewshed.</i> Most cumulative growth in the region is anticipated to occur as infill within the existing urbanized areas of Pleasanton and Dublin, consistent with their General Plans, while the scenic agricultural and natural lands (such as hillsides, ridgelines, and open spaces) surrounding the EIR Study Area are in unincorporated areas not designated for urbanization and are anticipated to remain in their current uses.
3.2	AGR	<i>Statewide.</i> Agricultural resources are deemed to be of statewide importance, and as such, the cumulative setting is all agricultural resources deemed to be resources of statewide importance in the surrounding incorporated and unincorporated lands, the region, and the State.
3.3	AQ	<i>San Francisco Bay Area Air Basin.</i> California is divided into air basins for the purpose of managing the air resources of the state on a regional basis based on meteorological and geographic conditions. Air quality impacts are regional in nature as no single project generates enough emissions that would cause an air basin to be designated as a nonattainment area. Impacts to sensitive receptors are considered for the entire EIR Study Area. The cumulative setting considers the proposed Project’s potential cumulative contribution to the air quality of the San Francisco Bay Area Air Basin.
3.4	BIO	<i>Eastern Alameda County Region.</i> Because biological resources do not adhere to human made boundaries, the cumulative setting considers how buildout of the EIR Study Area and the region has the potential to cumulatively impact biological resources, including sensitive species, natural habitats, and wetlands in the eastern Alameda County region.
3.5	CUL	<i>Eastern Alameda County Region.</i> Cumulative impacts would occur when a series of actions leads to the loss of a substantial type of site, building, cultural or tribal cultural resource. For example, while the loss of a single historic building may not be significant to the character of a neighborhood or streetscape, continued loss of such resources on a project-by-project basis could constitute a significant cumulative effect. The cumulative setting considers how buildout of the EIR Study Area has the potential to cumulatively impact cultural and tribal cultural resources in the eastern Alameda County region.
3.6	ENE	<i>Statewide.</i> The cumulative setting considers the proposed Project’s potential cumulative contribution to wasteful, inefficient, or unnecessary consumption of energy resources or to conflict with or obstruct a State or local plan for renewable energy and energy efficiency.
3.7	GEO	<i>Site Specific.</i> The cumulative setting for impacts resulting from geologic hazards is site specific rather than cumulative in nature, because each project site has a different set of geologic considerations that would be subject to uniform site development and construction standards and unique standards depending on the outcome of a project-specific geotechnical study, if required.

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Table 3-1 Cumulative Impact Setting Overview by Environmental Topic

Section	Topic	Setting Overview
3.8	GHG	<i>Global.</i> Because GHG emissions are not confined to a particular air basin but are dispersed worldwide, the impact analysis focuses on the proposed Project’s cumulative contribution to global impacts and to meet the State’s carbon neutrality targets.
3.9	HAZ	<i>Site Specific.</i> The cumulative setting for impacts resulting from hazards and hazardous materials is site specific rather than cumulative in nature, because each project site has a different set of hazards considerations that would be subject to uniform site development and construction standards and unique standards depending on the outcome of a project-specific hazards materials investigation, if required.
3.10	HYD	<i>Arroyo Las Positas Watershed, Arroyo Mocho Watershed, Arroyo del Valle Watershed, and Chain of Lakes Watershed.</i> The EIR Study Area is in four subwatersheds of the Upper Alameda Creek Watershed: Arroyo Mocho Subwatershed, Arroyo Las Positas Subwatershed, Arroyo Del Valle Subwatershed, and Chains of Lakes Subwatershed. Therefore, the cumulative setting for impacts are these subwatersheds.
3.11	LUP	<i>Plan Bay Area Planning Area.</i> The cumulative setting is the Association of Bay Area Governments and Metropolitan Transportation Commission adopted Plan Bay Area 2050 and the cumulative analysis considers potential conflicts with . Alameda County Local Agency Formation Commission, Plan Bay Area, Alameda County East County Area Plan, and the Livermore Municipal Airport Land Use Compatibility Plan.
3.12	MIN	<i>Eastern Alameda County.</i> Existing mineral extraction occurs in Eastern Alameda County and, therefore, the cumulative setting is Eastern Alameda County and the cumulative analysis evaluates mineral resources within this area that are of value to the region or a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.
3.13	NOI	<i>Localized.</i> The cumulative setting for the noise analysis with respect to substantial or permanent increase in ambient noise and groundborne vibration or groundborne noise levels is limited by the range of potential noise and vibration impacts. Noise and vibration impacts tend to be localized; therefore, noise impacts for traffic and stationary noise sources are limited to approximately 500 feet from the source and 50 feet from the source for typical heavy duty construction equipment and 100 feet from pile-driving activities for groundborne vibration. The cumulative setting for excessive noise levels with respect to an airport is the Livermore Municipal Airport Protection area.
3.14	POP	<i>Plan Bay Area Planning Area.</i> The cumulative setting is the Association of Bay Area Governments and Metropolitan Transportation Commission adopted Plan Bay Area 2050.

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Table 3-1 Cumulative Impact Setting Overview by Environmental Topic

Section	Topic	Setting Overview
3.15	PUB	<i>Service Provider Areas.</i> The cumulative setting is the service areas of the Livermore-Pleasanton Fire Department, Livermore Police Department, Livermore Valley Joint Unified School District, Las Positas College, Livermore Public Library, the Livermore Area Recreation and Park District, and the East Bay Regional Park District.
3.16	TRA	<i>Metropolitan Transportation Commission Transportation Network.</i> The cumulative setting is the automobile, bicycle, pedestrian, and transit systems in the Metropolitan Transportation Commission transportation network.
3.17	USS	<i>Service Provider Areas.</i> The cumulative setting is the service areas of providers of sewer service, water service, storm water/drainage infrastructure, solid waste disposal services, and energy providers including the California Water Service, Livermore Municipal Water, Livermore Water Reclamation Plant, Livermore’s stormwater management system, and Pacific Gas and Electric Company and Ava Community Energy service areas.
3.18	WIL	<i>Statewide.</i> The cumulative setting for wildfire includes the EIR Study Area as well as the surrounding unincorporated county, local jurisdictions, including the cities of Dublin and Pleasanton, and State lands within Moderate, High, or Very High FHSZs in the SRA and LRA.

REFERENCES

ABAG and MTC (Association of Bay Area Governments and Metropolitan Transportation Commission). 2021a, October. *Plan Bay Area 2050*.
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