

3.11 LAND USE AND PLANNING

This section evaluates the potential land use and planning impacts associated with the adoption and implementation of the proposed Project. This section describes the regulatory framework and existing conditions; identifies criteria used to determine impact significance; provides an analysis of the potential land use and planning impacts; and identifies proposed General Plan 2045 goals and policies that would minimize potentially significant impacts.

This analysis is based in part on the Livermore General Plan Update Existing Conditions Report prepared in March 2022 (City of Livermore 2022). Where more recent data is available at the time of preparation of this Draft EIR, the analysis provided herein reflects such updated information.

As summarized in Chapter 3, *Environmental Analysis*, no concerns related to land use and planning were received during the EIR scoping period.

3.11.1 Regulatory Framework

STATE

California Housing Element Law

California Housing Element Law (California Government Code Sections 65580-65589.8) includes provisions related to the requirements for Housing Elements of local government General Plans. Among these requirements, some of the necessary parts include an assessment of housing needs and an inventory of resources and constraints relevant to meeting these needs. Additionally, to ensure that counties and cities recognize their responsibilities in contributing to the attainment of the State's housing goals, Housing Element Law calls for local jurisdictions to plan for and allow the construction of a share of the region's projected housing needs, known as the Regional Housing Needs Allocation (RHNA). The City of Livermore 2023-2031 Housing Element was adopted in March 2023 and is incorporated into the General Plan by reference (City of Livermore 2023).

Alameda County Local Agency Formation Commission

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 establishes a Local Agency Formation Commission (LAFCO) in each county in California and authorizes these commissions to review, approve, or deny proposals for boundary changes and incorporations for cities, counties, and special districts. The LAFCO establishes a sphere of influence (SOI) for cities within their jurisdiction that describes the city's probable future physical boundaries and service area. Livermore's SOI is regulated by the Alameda County LAFCO. The Alameda County LAFCO has a responsibility to exercise their independent judgement while making decisions

LAND USE AND PLANNING

concerning appropriate local governmental boundaries and service providers. As a regulatory agency, LAFCO is charged by the legislature with “discouraging urban sprawl and encouraging the orderly formation and development of local agencies” based on “local circumstances and conditions.”

REGIONAL

Plan Bay Area

The Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) adopted Plan Bay Area 2050 on October 21, 2021 (ABAG and MTC 2021). Plan Bay Area provides transportation and environmental strategies to continue to meet the regional transportation-related greenhouse gas (GHG) reduction goals of the Sustainable Communities and Climate Protection Act (Senate Bill 375). The current Plan Bay Area projects growth and development patterns through 2050.

Plan Bay Area designates Priority Development Areas (PDAs) and Transit Priority Areas (TPAs) throughout the region. PDAs are areas along transportation corridors that are served by public transit that allow opportunities for development of transit-oriented, infill development within existing communities that are expected to host most future development. TPAs are similar in that they are formed within 0.5 miles around a major transit stop, such as a transit center or rail line. The three PDAs in the EIR Study Area are discussed in Section 3.14.2, *Existing Conditions*, in Section 3.14, *Population and Housing*.

Plan Bay Area 2050 distributes future growth across the San Francisco Bay Area region to meet its GHG emissions reduction, housing, and other performance targets, but it is not intended to override local land use control. Cities and counties, not ABAG/MTC, are ultimately responsible for the manner in which their local communities continue to be built out in the future. For this reason, cities and counties are not required to revise their land use policies and regulations, including General Plans, to be consistent with the regional transportation plan or an alternative planning strategy. Rather than increase regional land use control, Plan Bay Area 2050 facilitates implementation by expanding incentives and opportunities available to local jurisdictions to support growth in PDAs. In addition to funding transportation and planning projects in PDAs, Plan Bay Area 2050 sets the stage for cities and counties to increase the efficiency of the development process, if they choose, for projects consistent with Plan Bay Area and other State legislation.

Plan Bay Area 2050 is currently undergoing an update, which is called Plan Bay Area 2050+. Plan Bay Area 2050+ contains 35 strategies representing public policies and investments that can be implemented in the Bay Area by 2050 to help the region build more homes, reduce commute times, and create vibrant downtowns and natural areas for everyone to enjoy. The strategies in Plan Bay Area 2050+ also aim to keep people safe from natural hazards, support a strong

economy, and provide stable housing for those who need it most. Unique to the Plan Bay Area 2050+ cycle is the parallel Transit 2050+ planning effort, which culminated in the first-of-its-kind plan to re-envision the future of Bay Area public transit, in partnership with transit operators across the region. While not in effect at the time of this Draft EIR, it is anticipated that the Plan Bay Area 2050+ will be in effect over the course of the General Plan 2045 horizon.

Alameda County East County Area Plan

The East County Area Plan (ECAP) outlines goals, policies, and programs to conserve natural resources for the eastern portion of Alameda County while ensuring adequate development to accommodate the growing population (Alameda County 2000). The ECAP covers the area surrounding the EIR Study Area and the EIR Study Area is within the ECAP. First adopted in 1994 as a component of the Alameda County General Plan, the passage of Measure D in November 2000 initiated amendments to the ECAP that were subsequently included by adoption in November 2000 with the passage of the Measure D ballot measure. The amendment to the ECAP in November 2000 revised the ECAP to include the Urban Growth Boundary (UGB) and to provide specific direction to preserve viticulture and other cultivated agricultural land surrounding the City Limit.

Livermore Municipal Airport Land Use Compatibility Plan

The Livermore Municipal Airport Land Use Compatibility Plan (ALUCP) was adopted by the Alameda County Airport Land Use Commission (ALUC) in 2012 (Alameda County ALUC 2012). The creation of the ALUC and the preparation of the ALUCP are requirements of the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.). Provisions for creation of ALUCs were first established under State law in 1967 and the fundamental purpose of ALUCs to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses has remained unchanged. The ALUCP evaluates all surrounding land within the airport influence area, defined as any land on which current or future airport-related noise, overflight, safety, or airspace protection factors may impact existing land uses. The ALUCP requires that any project, specific plan, general plan, zoning ordinance, or building regulation proposed in the airport influence area is reviewed by the ALUC to ensure consistency with the ALUCP.

LOCAL

While the City of Livermore has other local regulations that regulate land use and guide land use decisions, all specific plans, master plans, and zoning must be consistent with the General Plan. The General Plan is the community's overarching policy document that defines a vision for future change and sets the "ground rules" for locating and designing new projects that enhance the character of the community, expanding the local economy, conserving and preserving

LAND USE AND PLANNING

environmental resources, improving public services and safety, minimizing hazards, and fostering community health. The General Plan, which includes a vision, guiding principles, goals, policies, and actions, functions as the City's primary land use regulatory tool. It provides a basis for judging whether specific development proposals and public projects are in harmony with General Plan policies. It is the constitution for future change in Livermore. The General Plan must be used as the basis for all planning-related decisions made by City staff, the Planning Commission, and the City Council. Other decision-making bodies that rely on the General Plan to guide future decisions include, but are not limited to, the Airport Commission, Beautification Committee, Commission for the Arts, Historic Preservation Commission, Housing Authority, Human Services Commission, Library Boards of Trustees, Community Development Department, and Public Works Department.

3.11.2 Existing Conditions

This section describes existing land uses in the EIR Study Area, meaning what exists on the ground (City of Livermore 2022). The existing land use of a property does not carry any regulatory significance and may or may not be consistent with the current General Plan designation or zoning. In some cases, existing land uses were established prior to adoption of the current Livermore General Plan and zoning map.

- **Rural.** Rural land uses include largely undeveloped parcels at the periphery of the City Limit with limited large-lot, single-family residential and commercial uses. This category also includes agricultural land, including the surrounding vineyards and grazing land. Rural land uses account for approximately 24 percent of land in the EIR Study Area.
- **Single-family residential.** Single-family land uses are distributed throughout the EIR Study Area. Single-family uses mostly include a single unit on a parcel, but it could also include single-family homes with accessory dwelling units. Single-family uses account for approximately 25 percent of land in the EIR Study Area.
- **Multifamily residential.** Multifamily residential land uses, including medium-, medium-high, and mobile home park residential that account for approximately 3 percent of the land in the EIR Study Area.
- **Commercial.** Commercial uses are scattered throughout the EIR Study Area but tend to be concentrated along major roadways and along the frontages of Interstate (I-) 580. Commercial uses range from the regional San Francisco Premium Outlet Shopping Center, local downtown businesses, and shopping centers often anchored by large-format retail, such as a grocery store and surrounded by smaller neighborhood-serving retail uses. Commercial uses account for approximately 5 percent of land in the EIR Study Area.
- **Industrial.** Industrial uses account for approximately 10 percent of land in the EIR Study Area and are concentrated along I-580 in the northeastern portion of the EIR Study Area but can be found throughout the EIR Study Area. Examples of industrial uses include warehouses, manufacturing, self-storage businesses, equipment rental, and storage yards.

- **Institutional.** Institutional uses are dispersed throughout the EIR Study Area and include things like schools, City Hall, police and fire stations, libraries, the Livermore Municipal Airport, Las Positas College, Lawrence Livermore National Laboratory, and Sandia National Laboratory. Institutional uses account for approximately 13 percent of land in the EIR Study Area.
- **Parks.** Park land is found throughout the EIR Study Area and includes Livermore Area Recreation and Park District parks, golf courses, and open space areas. Park land accounts for approximately 8 percent of land in the EIR Study Area.
- **Railway/right-of-way (ROW).** This includes rail and other utility ROWs and is about 3 percent of land in the EIR Study Area.
- **Land that is exempt, not assessed by the County, and/or mobile homes and tracts.** This category refers to how the County Assessor tracks the land for tax purposes. Approximately 1 percent of land in the EIR Study Area is in this category.
- **Vacant.** This category includes land that does not include any buildings or structures. Approximately 7 percent of land in the EIR Study Area is in this category.

3.11.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, *Environmental Checklist Form*, of the CEQA Guidelines states that the proposed Project would result in a significant impact related to land use if it would:

- a) Physically divide an established community.
- b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

3.11.4 Project Impact Analysis

a) **Would the project physically divide an established community?**

Less than Significant. The physical division of an established community refers to the construction of a physical feature or the removal of a means of access that would impair mobility within an existing community or between a community and outlying areas. Implementation of the proposed Project would not result in a change in land use or zoning that would cause the construction or removal of any physical features or means of access throughout the EIR Study Area or the region. The proposed Project promotes infill development and encourages higher density in already-developed areas. Additionally, the proposed Project would maintain the existing roadway patterns and would not include any new major roadways or other physical features through existing neighborhoods that would create new physical

LAND USE AND PLANNING

barriers in the EIR Study Area. As identified in the Safety Element of the proposed General Plan 2045, any new roadways required as a result of responding to Senate Bill 99, which requires the identification of evacuation-constrained residential parcels, would improve connectivity, and would not create divisions amongst established communities. See Figure 3.18-3, *Evacuation-Constrained Residential Areas*, in Section 3.18, *Wildfire*, which is also shown on Figure S-2, *Evacuation-Constrained Parcels*, in the Safety Element of the proposed General Plan 2045. As identified in the Mobility Element of the proposed General Plan 2045, there are several key interchange and overpass improvements anticipated to support regional mobility, local access, and continued growth. These improvement projects would improve multimodal connectivity, safety, and traffic flow and would not create divisions amongst established communities.

As described in Chapter 2, *Project Description*, an objective of the proposed Project is to focus future housing and job growth within the UGB, emphasizing infill development over dispersed growth at lower densities. While the proposed General Plan 2045 does not prohibit development opportunities outside of infill locations, it does require the City to ensure that growth serves community needs and protects the environment. The Land Use (LU) Element of the proposed General Plan 2045 contains the following goals and policies that are designed to promote orderly growth:

- **Goal LU-1:** Create a well-integrated, sustainable, and livable community by locating new development in areas that can maximize the use of existing public services and facilities.
 - **Policy LU-1.4: Annexation Prior to Urbanization Development.** Annex land within the Urban Growth Boundary before urban development occurs to align with City standards and service delivery systems.
 - **Policy LU-1.5: Context-Sensitive Development.** New developments should be designed to reflect Livermore's local context, complement existing neighborhoods and districts, and respond thoughtfully to the surrounding natural environment and minimize environmental impacts.
 - **Policy LU-1.6: Climate-Responsive and Green Building Practices.** Promote environmentally responsive site and building design that reduces construction impacts and supports long-term climate resilience. Encourage the use of green building practices in both public and private development, consistent with CalGreen and Title 24 standards.
 - **Policy LU-1.7: Transit-Supportive Development.** Facilitate new development in major commercial and transit-supportive development areas, including the Downtown, Isabel Neighborhood, Brisa Neighborhood, Midtown area, and appropriate areas around Livermore Municipal Airport, to maximize the density and intensity specified in the Land Use Plan and to efficiently use land and infrastructure resources.
 - **Policy LU-1.8: Sustainable Land Use Practices.** Advance land use strategies that reduce greenhouse gas emissions and vehicle miles traveled, including compact development, walkable and, bikeable neighborhoods, and access to transit and services.

- **Policy LU-1.9: Infill and Reinvestment.** Prioritize development for locations in or in close proximity to transit, nodes for active transportation, or major commercial sites or other activity centers. Update the Development Code and Specific and Neighborhood Plans accordingly.
- **Goal LU-2.** Establish a coherent and logical pattern of urban uses that protects and enhances open space and agricultural uses by providing a clear and permanent boundary for urban uses within the City’s Planning Area. The provisions of the North Livermore Urban Growth Boundary Initiative, and as readopted by the South Livermore Urban Growth Boundary Initiative, shall be amended only by a vote of the people.
 - **Policy LU-2.1: Urban Growth Boundary.** Urban development and uses inconsistent with the city’s General Plan land use designations shall not be permitted beyond the Urban Growth Boundary as described in Appendix A. Limit residential development to areas within the Urban Growth Boundary. Non-urban uses, such as agriculture, parks, and open space, and other uses consistent with the city’s general plan land use designations may be permitted within and beyond the Urban Growth Boundary.
 - **Policy LU-2.2: Limit Urban Uses Outside Urban Growth Boundary.** Beyond the city limits, discourage and oppose any urban uses and other uses that are inconsistent with the City’s General Plan land use designations.
 - **Policy LU-2.3: Urban Services and the Urban Growth Boundary.** Extend urban services only to areas within the Urban Growth Boundary, except as provided for in the South Livermore Urban Growth Boundary Initiative and North Livermore Urban Growth Boundary Initiative.

Specifically, proposed Policy LU-1.5 would require new development to be designed to complement existing surroundings. Proposed Policy LU-1.7 and 1.9 would promote infill development in major commercial and transit-supportive development area and efficient use of land and infrastructure resources.

Therefore, because no physical features or the removal of a means of access that would impair mobility within an existing community or between a community and outlying areas would occur with implementation of the proposed Project, the physical division of an established community would not occur. Impacts would be **less than significant**.

LAND USE AND PLANNING

- b) **Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**
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Less than Significant.

Land Use Plans, Policies, and Regulations

The proposed General Plan 2045 is the primary planning document for the City of Livermore and the proposed Project is intended to ensure consistency between the General Plan, Zoning Ordinance, regional plans, and federal and State laws. For the purposes of this EIR, a “land use” plan is a policy or regulation that addresses how land is used. The following discusses the proposed Project and its relationship to the land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, as listed in Section 3.11.1, *Regulatory Framework*.

California Housing Element Law

The City of Livermore 2023-2031 Housing Element was adopted in March 2023 and is incorporated into the General Plan by reference. However, the residential development that could occur under the potential 7th RHNA Cycle (2031–2039), and most of the potential 8th RHNA Cycle (2039–2047), depending on the assigned RHNA which is unknown at this time, is incorporated into the residential development analyzed as part of this EIR.

As described in Section 3.14, *Population and Housing*, the proposed land use map, as shown in Figure 2-3, *Proposed General Plan 2045 Land Use Map*, in Chapter 2, *Project Description*, includes enough land designated for housing to fulfill the City’s 2023–2031 RHNA cycle, as well as the potential 7th RHNA cycle, and most of the potential 8th RHNA cycle, which extends beyond the buildout horizon of the proposed Project.

Additionally, the Land Use (LU) Element of the proposed General Plan 2045 contains the following goals and policies that are designed to promote adequate housing supply, consistent with State law:

- **Goal LU-1:** Create a well-integrated, sustainable, and livable community by locating new development in areas that can maximize the use of existing public services and facilities.
 - **Policy LU-1.2: Housing Choices and Employment Opportunities.** Plan for a range of housing choices and employment space that meets the needs of all Livermore’s residents and workforce. Promote a citywide balance between jobs and housing (1.25-1.75) to support economic vitality and reduce commute-related impacts.

- **Goal LU-3:** Create neighborhoods that include a mix of uses and a range of housing types to meet the needs of all residents.
 - **Policy LU-3.1: Range of Housing Types.** Provide a range of housing types, sizes, and affordability levels in all Livermore neighborhoods.
- **Goal LU-8:** Protect the City’s investments in public property and preserve public lands for the use of the whole community.
 - **Policy LU-8.5: Public Uses.** Acquire property for public uses such as housing, open space, utilities and infrastructure, and cultural and civic facilities.
 - **Policy LU-8.6: Support for Housing.** Consider residential development on quasi-public sites such as schools, places of worship, philanthropic organizations, and other facilities, consistent with the mission of these organizations and considering compatibility with surrounding land uses.

Specifically, proposed Policies LU-1.2 and LU-3.1 would provide for a range of housing types, size, and affordability levels, as well as employment space, that would promote a citywide balance between jobs and housing.

Accordingly, because the proposed General Plan 2045 land use map would accommodate up to most of the potential 8th RHNA cycle and implementation of the proposed General Plan 2045 would promote adequate housing supply, the proposed Project would not conflict with or be inconsistent with the California Housing Element Law.

Alameda County Local Agency Formation Commission

The Livermore SOI is regulated by the Alameda County LAFCO and any proposed jurisdictional boundary changes, including annexations and detachments of territory to and/or from the city, is subject to the Alameda County LAFCO review and approval. The Alameda County LAFCO must also review any contractual service agreements and determine the SOI. Although the City does not propose to annex or de-annex any areas of the SOI as part of the proposed Project, annexation proposals could occur during the buildout horizon of the proposed General Plan 2045.

The proposed General Plan 2045 goals and policies identified under impact discussion (a), in addition to the following goals and policies from the Land Use (LU) Element, are designed to support the purpose of the Alameda County LAFCo to encourage the orderly growth of local communities, discourage urban sprawl, and assure efficient local government service, which would reduce environmental impacts:

LAND USE AND PLANNING

- **Goal LU-7:** Maintain agricultural lands within the Livermore Planning Area to support local food systems, sustain agricultural operations, and guide long-term land use planning.
 - **Policy LU-7.6: Land Uses in Alameda County.** Request that Alameda County limit land uses in the unincorporated part of the Planning Area to agricultural and open space uses and uses allowed in the City's Urban Growth Boundary policies.
 - **Policy LU-7.7: Rural Areas.** Collaborate with Alameda County and Alameda County Local Agency Formation Commission to protect existing land uses from development inappropriate for rural areas.
- **Goal LU-19:** Collaborate with other public agencies on regional and local land use issues.
 - **Policy LU-19.1: North of Interstate-580.** Coordinate land use planning for the area north of Interstate-580 between Livermore and Dublin with Alameda County and the City of Dublin to increase certainty over future land uses, reduce speculation, and enhance preservation of open space.
 - **Policy LU-19.2: South Livermore Valley.** Cooperate with Alameda County and Pleasanton to reach the goals and objectives of the South Livermore Valley through coordination of land use plans, use of pre-annexation, development, joint powers, tax-sharing, or other agreements, or other appropriate devices to coordinate future land uses and appropriate mitigation measures.
 - **Policy LU-19.6: Planning Area Applications.** Provide input to Alameda County and the Cities of Dublin and Pleasanton on land use planning, policy development, and applications in the Planning Area for discretionary land use approvals, both through the environmental review process and by commenting on referrals from the County or other cities. Ensure projects in the Planning Area align with City values, vision, and policy.

Specifically, proposed Policy LU-7.7 would require collaboration with Alameda County LAFCO to protect existing land uses from inappropriate development for rural areas. Proposed Policy LU-1.4 would require annexation of land within the UGB into the City Limit before development occurs.

The proposed General Plan 2045 acknowledges that the City actively engages with the Alameda County LAFCO and will follow adopted Alameda County LAFCO policies to review any proposed SOI changes and annexation requests. Accordingly, the proposed Project would not conflict with or be inconsistent with the Alameda LAFCO policies adopted for the purpose of avoiding or mitigating an environmental effect.

Plan Bay Area

While Plan Bay Area is not intended to override local land use control, it provides guidance to the local agencies that focuses on achieving the State’s GHG reduction goals. This includes reducing vehicle-miles traveled (VMT) by constructing more infill development in downtowns and centers near jobs and services, which, in turn, reduces environmental impacts associated with development.

The proposed General Plan 2045 goals and policies identified under impact discussion (a) that support infill development and a range of housing types, in addition to the following proposed goal and policies from the Land Use (LU) Element, are designed to support the goals of the Plan Bay Area adopted for the purpose of avoiding or mitigating an environmental effect:

- **Goal LU-19:** Collaborate with other public agencies on regional and local land use issues.
 - **Policy LU-19.3: Regional Long-Range Plans.** Remain engaged in current and future long-range plans prepared by Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG), and other regional organizations to influence and be aware of projected growth assumptions for Livermore and regional priorities for transportation, infrastructure, and the economy that could affect the city.
 - **Policy LU-19.4: Plan Bay Area.** Consider implementation strategies outlined in Plan Bay Area 2050, especially within City-identified Priority Development Areas, Priority Conservation Areas, and Priority Production Areas and Transit-Oriented Community policies in local planning effort consistent with General Plan goals and policies.

Specifically, proposed Policy LU-19.3 would require the City to remain engaged in current and future long-range plans prepared by ABAG/MTC, including Plan Bay Area, and Policy LU-19.4 would require the City to consider the Implementation strategies of Plan Bay Area, such as maintaining UGBs and expanding commute trip reduction programs at major employers, clean vehicle initiatives, and transportation demand management initiatives, in local planning efforts.

In addition to the proposed General Plan 2045 goal and policies listed, see Section 3.3, *Air Quality*; Section 3.6, *Energy*; Section 3.8, *Greenhouse Gas Emissions*; and Section 3.16, *Transportation*, for complete lists of proposed goals and policies that would ensure consistency with Plan Bay Area for the purpose of avoiding or mitigating an environmental effect. Accordingly, the proposed Project would not conflict with or be inconsistent with Plan Bay Area goals or policies adopted for the purpose of avoiding or mitigating an environmental effect.

Alameda County East County Area Plan

The proposed General Plan 2045 maintains consistency with the ECAP through goals and policies that ensure land use planning decisions inside and adjacent to the City Limit do not conflict with one another. The same proposed General Plan 2045 goals and policies from the Land Use (LU) Element identified previously in this impact discussion under the “Alameda

LAND USE AND PLANNING

County Local Agency Formation Commission” subheading would also ensure a collaborative process as future development outside the City Limit occurs. Specifically, proposed Policies LU-19.1, LU-19.2, or LU-19.6 would require coordination with Alameda County to ensure development is consistent with County land use plans. Because land outside the City Limit is currently subject to Alameda County land use regulations and would only come under Livermore’s land use jurisdiction upon annexation, only one set of land use policies apply at a given time, and there cannot be a conflict between the City’s General Plan and Alameda County ECAP. As a result, adoption and implementation of the proposed Project would not conflict with or be inconsistent with the ECAP, including goals and policies in the ECAP adopted for the purpose of avoiding or mitigating an environmental effect.

Livermore Municipal Airport Land Use Compatibility Plan

As shown in Figure 3.9-1, *Livermore Municipal Airport Protection Area*, in Section 3.9, *Hazards and Hazardous Materials*, the Livermore Municipal Airport Influence Area is within the EIR Study Area. Land use compatibility with the airport area is regulated by the Alameda County ALUC. Pursuant to the California Public Utilities Code Section 21676, development of land and changes in land use around the Livermore Municipal Airport must be consistent with the ALUCP.

The Land Use (LU) Element and Mobility (MO) Element of the proposed General Plan 2045 contain the following goals and policies that are designed to ensure consistency with the Livermore Municipal ALUCP and would ensure development would not result in safety hazards:

- **Goal LU-9:** Ensure compatible land uses within the Livermore Municipal Airport Influence Area.
 - **Policy LU-9.1: Appropriate Airport Development.** Maintain land use designations within the immediate vicinity of the Livermore Municipal Airport for light industrial and transportation uses, provided noise standards, flight clearance requirements, and environmental impact mitigations are met. Prohibit land uses that would conflict with airport operations.
 - **Policy LU-9.2: Airport Land Use Compatibility Plan.** Require development in the Airport Influence Area to be in conformance with the Livermore Airport Land Use Compatibility Plan (ALUCP).
 - **Policy LU-9.3: Residential Near Airport.** Limit new residential land use designations and the intensification of existing residential land use designations within the Airport Protection Area (APA), except as permitted in the Isabel Neighborhood Specific Plan overlay (Figure LU-4). New residential development within the overlay must comply with airport-awareness measures outlined in the Isabel Neighborhood Specific Plan and its associated environmental documents.
 - **Policy LU-9.4: Airport Zoning Districts.** Establish and implement airport zoning districts to ensure land use compatibility with airport operations, evolving aviation needs, and economic development opportunities.

- **Goal MO-9:** Support the continued operation of the Livermore Municipal Airport as an integral component of the local and regional transportation system, enhancing connectivity for people and goods and coordinating with other transportation modes and infrastructure.
 - **Policy MO-9.1: Airport Connectivity.** Ensure efficient and reliable access to the airport for airport uses, freight, and service vehicles to support its role in the regional transportation system.
 - **Policy MO-9.2: Regional Transportation Integration.** Maintain Livermore Municipal Airport as a regional Federal Aviation Administration-designated reliever facility, while minimizing noise and air quality impacts on surrounding communities.

Specifically, proposed Policy LU-9.1 would require the City to maintain compatible land use designations within the vicinity of the Livermore Municipal Airport and Policy LU-9.2 would require development in the AIA to be in compliance with Livermore Municipal ALUCP regulations.

Implementation of the proposed General Plan 2045 goal and policies would ensure that future development near the Livermore Municipal Airport would be consistent with the Livermore Municipal ALUCP and would ensure development would not result in safety hazards. Therefore, adoption and implementation of the proposed Project would not conflict with the Livermore Municipal ALUCP and the goals and policies within the ALUCP adopted for the purpose of avoiding or mitigating an environmental effect.

Non-Land Use Plans, Policies, and Regulations

Plans, policies, and regulations concerning a wide range of topics can also have direct and indirect effects on land use decision-making. The proposed Project's potential to conflict with other applicable plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect are discussed in detail in the other environmental topic sections included in Chapter 3, *Environmental Analysis*. Specifically, these discussions are in Section 3.3, *Air Quality*; Section 3.4, *Biological Resources*; Section 3.5, *Cultural and Tribal Cultural Resources*; Section 3.8, *Greenhouse Gas Emissions*; Section 3.9, *Hazards and Hazardous Materials*; Section 3.10, *Hydrology and Water Quality*; Section 3.13, *Noise*; Section 3.14, *Population and Housing*; Section 3.15, *Public Services, Parks, and Recreation*; Section 3.16, *Transportation*; Section 3.17, *Utilities and Service Systems*; and Section 3.18, *Wildfire*. Some of these key regulations include:

- **Air Quality.** The Bay Area Air District (Air District) has prepared several plans to attain the national ambient air quality standards (AAQS) and California AAQS. The air quality management plans (AQMPs) prepared by the Air District provide the framework for the San Francisco Bay Area Air Basin to achieve attainment of the State and federal AAQS.

LAND USE AND PLANNING

- **Biological Resources.** The federal Endangered Species Act (ESA) and California ESA protect plants and animals that are listed as endangered or threatened by the United States Fish and Wildlife Service, the National Marine Fisheries Service, and the California Department of Fish and Wildlife. The Migratory Bird Treaty Act protects migratory birds, any of their parts, eggs, and nests. The Bald and Golden Eagle Protection Act of 1940, as amended, provides for the protection of bald eagles and golden eagles. The federal Clean Water Act (CWA) and State CWA protect habitat for animals and plants. The Native Plant Protection Act of 1977 was created with the intent to “preserve, protect and enhance rare and endangered plants in this State.”
- **Cultural and Tribal Cultural Resources.** The National Historic Preservation Act defines the responsibilities of federal agencies to protect and preserve Historic Properties. The American Indian Religious Freedom Act and the Native American Graves Protection and Repatriation Act of 1990 protect Native American artifacts. California Government Code Section 65352.3-5, formerly known as Senate Bill 18, and Assembly Bill 52 are both intended to protect Native American resources as well.
- **Greenhouse Gas Emissions and Vehicle-Miles Traveled.** Plan Bay Area provides guidance to reduce VMT and thus reduce GHG emissions to meet the State’s goals.
- **Hydrology and Water Quality.** The federal and State CWAs include regulations for protecting water quality. The City of Livermore is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB). The San Francisco Bay RWQCB addresses region-wide water quality issues through the creation and triennial update of the Water Quality Control Plan for the San Francisco Bay Region (Basin Plan).
- **Hazards and Hazardous Materials.** To address natural hazards, the City of Livermore adopted the Tri-Valley Local Hazard Mitigation Plan (LHMP) in March 2024. The LHMP identifies the natural hazards faced by the city, assesses vulnerabilities to these hazards, and identifies mitigation strategies that can be taken to reduce or alleviate the loss of life, personal injury, and property damage that otherwise might result from natural hazards. Mitigation actions are suggested and carried out by various City departments. Federal, State and local programs regulate the transport, handling, use, and release of hazardous materials into the environment. This includes specific regulations and procedures for development on contaminated sites.
- **Population and Housing.** ABAG is the official comprehensive planning agency for the Alameda County area and is responsible for taking the overall RHNA provided by the State and preparing a formula for allocating that housing need by income level across its jurisdiction.
- **Utilities and Service Systems.** The National Pollutant Discharge Elimination System (NPDES) permit program was established by the CWA to regulate municipal and industrial discharges to surface waters of the United States, including discharges from municipal separate storm sewer systems.

For a complete list and description of the applicable non-land-use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect, please see the individual sections of this Draft EIR listed previously.

Summary

The proposed General Plan 2045 is the primary planning document for the City of Livermore. The proposed Project is intended to ensure consistency between the General Plan, Development Code, regional plans, and federal and State laws and ensure there are no conflicts with these land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect that would result in a significant environmental impact. Because the proposed General Plan 2045 is the overriding planning document for the City, and because the proposed Project involves amending the current General Plan and Development Code, impacts would be **less than significant**.

3.11.5 Cumulative Impact Analysis

The discussion below considers the proposed Project's potential cumulative contribution to the division of an established community and conflict with the goals of the State housing law and regional housing needs, Alameda County LAFCO, Plan Bay Area, Alameda County ECAP, and the Livermore Municipal ALUCP adopted for the purpose of avoiding or mitigating an environmental effect.

Would the project have a cumulative effect related to land use?

Less than significant. As discussed under impact discussions (a) and (b), adoption and implementation of the proposed Project would not divide an established community in the EIR Study Area or conflict with established plans, policies, and regulations at statewide and regional levels, adopted for the purpose of avoiding or mitigating an environmental effect. Cumulative development is likely to continue to occur in the Alameda County region and it would generally take place in already urbanized areas as infill development. Cumulative development would be governed by the applicable plans, programs, policies, and land use planning regulations which would ensure logical and orderly development and require discretionary review to ensure that projects do not divide an established community or result in environmental impacts due to inconsistency with applicable land use planning regulations including, but not limited to, the applicable general plans or any applicable Specific Plans. Cumulative development would also adhere to applicable policies of the applicable municipal codes. Conformance with these land use planning regulations would be confirmed during project approval. For these reasons, cumulative projects would have a less than significant cumulative effect and the proposed Project would not result in a cumulatively considerable contribution. Cumulative impacts would be **less than significant**.

3.11.6 References

- ABAG and MTC (Association of Bay Area Governments and Metropolitan Transportation Commission). 2021, October. *Plan Bay Area 2050*.
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- Alameda County. 2000 (amended). *East County Area Plan*.
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- Alameda County ALUC (Airport Land Use Committee). 2012, August. *Livermore Executive Airport: Airport Land Use Compatibility Plan*.
https://www.acgov.org/cda/planning/generalplans/documents/LVK_ALUCP_082012_FULL.pdf, accessed October 22, 2025.
- Livermore, City of. 2022, March 7. *Livermore General Plan Update Existing Conditions Reports*.
<https://imaginelivermore2045.org/documents/>, accessed September 25, 2025.
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<https://www.livermoreca.gov/home/showpublisheddocument/10080/63815617381880000>, accessed September 25, 2025.