

## 5.9 LAND USE AND PLANNING

### INTRODUCTION

This section evaluates impacts associated with land use and planning that could occur with implementation of the Project. Sources of information used to prepare the analysis in this section include:

- City of Dublin General Plan (2016)
- Eastern Dublin Specific Plan (2016)
- City of Dublin Zoning Ordinance
- Alameda County General Plan, East County Area Plan (2002)
- City of Livermore General Plan (2014)
- Livermore Municipal Airport Land Use Compatibility Plan (2012)
- *Community Impact Assessment (CIA)* prepared for the Project<sup>1</sup>

These documents are available on file with the City of Dublin at 100 Civic Plaza, Dublin, California.

### Scoping Issues Addressed

During the public scoping period for this Draft environmental impact report (EIR), comments regarding land use and planning were raised. Comments were from individuals and local groups and generally relate to the following concerns:

- Urban growth limits of Dublin and Livermore and how would they change as a result of the Project
- If the Project would indirectly allow for development of County lands along the proposed road alignment, which are zoned for Resource management and Large Parcel Agriculture use
- That the Project would indirectly or cumulatively result in the decline of agricultural use on land within the County adjacent to the Project
- That the Project would encourage development in eastern Dublin

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<sup>1</sup> A Community Impact Assessment (CIA) evaluates land use, growth, and community character, traffic and transportation/pedestrian and bicycle facilities, and public involvement that may result from the implementation of the project.

As discussed below, the Project would not result in any change to existing land use, and would support implementation of long-range planning documents adopted by Dublin, the County, and Livermore. Agricultural resources are discussed in detail in **Section 4.2, Effects Not Found to be Significant**.

## REGULATORY SETTING

### Federal

There are no applicable federal regulations.

### State

#### *State Aeronautics Act*

The State Aeronautics Act requires each county with an airport to establish an Airport Land Use Commission to regulate land use around airports, to protect public safety and ensure that land uses near airports do not interfere with aviation operations. The Livermore Municipal Airport Land Use Compatibility Plan (ALUCP) regulates land use around Livermore Municipal Airport by requiring compliance with the applicable policies. In certain circumstances, local governments have the ability to override the decisions of the Airport Land Use Commission by a two-thirds vote. The Livermore Municipal Airport and ALUCP are discussed in more detail in **Section 5.7, Hazards and Hazardous Materials**.

### Local

#### *City of Dublin*

#### City of Dublin General Plan

Dublin's General Plan is the comprehensive planning document which governs development within the City. The plan sets forth goals, policies, and programs for the growth and development of Dublin. The General Plan is composed of 12 elements and identifies policies to protect and enhance the features and services which signify the quality of life of the community which it serves. The General Plan includes the extension of Dublin Boulevard eastward through Dublin to connect with North Canyons Parkway. The following policies are relevant to the Project<sup>2</sup>:

Policy 2.7.4.2:	All non-residential development must be consistent with the policies and guidelines set forth in applicable Specific Plans.
Guiding Policy 3.2.1.A.1:	Preservation of oak woodlands, riparian vegetation, and natural creeks as open space for their natural resource value is of the highest importance. Limited modifications may be permitted on a case-by-case basis with adequate mitigation to replace disturbed resources.

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<sup>2</sup> Each topic discussion in this Draft EIR includes a summary of relevant policies. Some policies are applicable to multiple environmental topics, and are therefore listed in multiple sections.

- Implementing Policy 3.2.1.B.2: Encourage an efficient and higher intensity use of the flat and gently sloping portions of the planning areas as a means of minimizing grading requirements and potential impacts to environmental and aesthetic resources.
- Guiding Policy 3.4.1.A.3: Restrict structures on the hillsides that appear to project above major ridgelines. The present undisturbed natural ridgelines as seen from the Primary Planning Area and key travel corridors are an essential component of Dublin's appearance as a freestanding city ringed by open hills.
- Implementing Policy 3.4.1.B.4: Use subdivision design and site design review process to preserve or enhance the ridgelines that form the skyline as viewed from freeways (I-580 or I-680) or major arterial streets (Dublin Boulevard, Amador Valley Boulevard, San Ramon Road, Village Parkway, Dougherty Road, Tassajara Road, and Fallon Road).
- Guiding Policy 3.4.2A.3: Using the natural stream corridors and major ridgelines, establish a comprehensive, integrated trail network within the Planning Area that permits safe and convenient pedestrian and bicycle access within urban areas and between urban areas and open space areas. Per the 2005 Fallon Village amendment, in order to preserve biological resources, trails in Fallon Village will not be placed along ridgelines and in stream corridors.
- Guiding Policy 5.2.2.A.1: Design streets to (1) include sufficient capacity for projected traffic, (2) minimize congested conditions during peak hours of operation at intersections, (3) serve a variety of transportation modes including vehicles, bicycles, pedestrians and transit, and variety of users including people with disabilities, children, and seniors, (4) provide continuity with existing streets, and (5) allow convenient access to planned land uses.
- Guiding Policy 5.2.2.A.3: The goals, policies, and implementation measures for street design in Section 10.8 of the Community Design and Sustainability Element should be consulted when new streets are being designed and/or existing streets are being modified.
- Guiding Policy 5.2.2.A.4: Reserve right-of-way and construct improvements necessary to allow streets to accommodate projected vehicular traffic with the least friction.

- Guiding Policy 5.2.2.A.5: The City shall consider the Tri-Valley Transportation Plan and Action Plan and the City of Dublin Complete Streets Policy when adopting or amending the Circulation Element of the General Plan, Specific Plans, Zoning Ordinances or the Capital Improvement Program.
- Implementing Policy 5.2.2.B.1: Design streets according to the forecasted demand and maximum design speeds listed above, and to the detailed standards set forth in the City of Dublin's Street Design Standards and Standard Plans which are maintained by the Public Works Department, as well as the listed Additional Policies.
- Implementing Policy 5.2.2.B.2: Design and construct all roads in the City's circulation network as defined in Figure 5-1 as well as bicycle and pedestrian networks as defined in the City of Dublin Bicycle and Pedestrian Master Plan.

#### Eastern Dublin Specific Plan

The Eastern Dublin Specific Plan (EDSP) is a planning and regulatory tool which implements the City's General Plan by providing a framework to guide future land use and development decisions in eastern Dublin. The EDSP includes policies and programs, and includes regulations that provide an intermediate level of detail between the general plan and individual development projects. The EDSP includes the extension of Dublin Boulevard eastward through the plan area to connect with North Canyons Parkway in Livermore. The following goals and policies are relevant to the Project:

Goal: To provide a circulation system for eastern Dublin that is convenient and efficient, and encourages the use of alternative modes of transportation as a means of improving community character and reducing environmental impacts.

Policy 5-4: Provide four, six and eight lane arterial streets to carry major community and sub-regional traffic through the Specific Plan area.

Additional discussion of EDSP policies as they relate to the Project is provided in **Section 5.14, Transportation and Traffic**.

#### City of Dublin Zoning Ordinance

The Dublin Zoning Ordinance implements the land use designations discussed in the General Plan. The land use study area land use designations include residential, industrial, office, open space, and commercial uses in Dublin; resource management and large parcel agricultural uses in the County; and business and commercial uses in Livermore. In Dublin, residential, industrial, office, and commercial land uses have not yet been developed in the immediate land use study area, and existing agricultural land uses are permitted non-conforming uses.

*Alameda County*

Alameda County General Plan, East County Area Plan

The East County Area Plan is a portion of the Alameda County General Plan adopted by the County's Board of Supervisors in 1994. Since adoption, the East County Area Plan has been amended several times, most recently in 2002. The East County Area Plan is a long-range planning document that serves to present a clear vision of the County's intent for future development and resource conservation in the eastern part of the County. As stated in the East County Area Plan, policies presented in the document remain in effect in perpetuity, or until modified by County voters.

The East County Area Plan includes the extension of Dublin Boulevard through unincorporated County land between Dublin and Livermore. The following East County Area Plan policies are relevant to the Project:

Urban and Rural Development

Policy 11: The County shall support phased development in East Dublin to provide for the efficient planning of infrastructure and prevent urban sprawl in the Dublin Hills. The County shall encourage the City of Dublin to include the 600 acre Santa Rita property in the first phase of development.

General Open Space

Policy 51: The County shall work with East County cities to preserve a continuous open space system outside the Urban Growth Boundary with priority given to the permanent protection of the Resource Management area between Dublin and North Livermore and the area north of the Urban Growth Boundary in North Livermore, as established through Program 19.

Policy 52: The County shall preserve open space areas for the protection of public health and safety, provision of recreational opportunities, production of natural resources (e.g., agriculture, windpower, and mineral extraction), protection of sensitive viewsheds (see definition in Table 1), preservation of biological resources, and the physical separation between neighboring communities.

Community Separators

Policy 109: The County shall preserve community separators largely in open space in the following locations:

1. The Resource Management area of approximately 7,400 acres separating East Dublin and North Livermore

Viewsheds

Policy 112: The County shall require development to maximize views of the following prominent visual features: The major ridgelines listed in Policy 105

### Landscaping

- Policy 114: The County shall require the use of landscaping in both rural and urban areas to enhance the scenic quality of the area and to screen undesirable views. Choice of plants should be based on compatibility with surrounding vegetation, drought-tolerance, and suitability to site conditions; and in rural areas, habitat value and fire retardance.
- Policy 115: In all cases appropriate building materials, landscaping and screening shall be required to minimize the visual impact of development. Development shall blend with and be subordinate to the environment and character of the area where located, so as to be as unobtrusive as possible and not detract from the natural, open space or visual qualities of the area. To the maximum extent practicable, all exterior lighting must be located, designed and shielded so as to confine direct rays to the parcel where the lighting is located.

### Alteration of Landforms

- Policy 116: To the maximum extent possible, development shall be located and designed to conform with rather than change natural landforms. The alteration of natural topography, vegetation, and other characteristics by grading, excavating, filling or other development activity shall be minimized. To the extent feasible, access roads shall be consolidated and located where they are least visible from public view points.

### Grading

- Policy 117: The County shall require that where grading is necessary, the off-site visibility of cut and fill slopes and drainage improvements is minimized. Graded slopes shall be designed to simulate natural contours and support vegetation to blend with surrounding undisturbed slopes.

### *City of Livermore*

#### City of Livermore General Plan

The City of Livermore General Plan 2003-2025 provides long-range land use planning goals, objectives, and policies for Livermore. Livermore's General Plan includes the connection of North Canyons Parkway and Dublin Boulevard. As such, the following objectives and policies are relevant to the Project:

- Policy LU-4.4-P2: Development in the Airport Influence Area, depicted in Figure 3-5.1, shall be in conformance with the Livermore Airport Land Use Compatibility Plan ("ALUCP"), dated August 2012. Land uses shall be consistent with this General Plan, the Livermore Development Code, and the Land and Use and Safety Compatibility Criteria contained in Table 2-3 and Table 3-2 of the

ALUCP. Existing Land Uses, as defined in Section 2.4 of the ALUCP, are not subject to the policies of the ALUC. ALUCP Section 2.7.5.7 lists other special conditions where ALUC authority may be limited. (Resolution 2013-113)

- Objective LU-5.1: Maintain an Urban Growth Boundary to protect open space and agricultural uses in North Livermore.
- Objective LU-5.5: Coordinate land use planning for the area north of I-580 between Livermore and Dublin with Alameda County and the City of Dublin so as to increase certainty over future land uses, to reduce speculation, and to enhance preservation of open space.
- Policy LU-5.5-P1: Encourage the cooperation of Alameda County, Livermore, and Dublin in coordinating land uses adjacent to the Doolan Canyon-North Livermore area.

#### Livermore Municipal Airport Land Use Compatibility Plan

As described above, the Livermore Municipal ALUCP governs development within the vicinity of the Livermore Municipal Airport. The ALUCP guides the Airport Land Use Commission and local jurisdictions by providing compatibility criteria for noise, safety, and airspace protection.

### EXISTING CONDITIONS

#### **Existing Land Uses and Zoning**

The land use study area, as shown in **Figure 3-3a**, **Figure 3-3b**, and **Figure 3-4**, encompasses parcels intersected by the Project site, as well as adjacent land uses. The land use study area primarily consists of undeveloped grazing rangeland and open space, with intermittent rural development such as private paved and unpaved roads, fences, barns, corrals, wells, water tanks, and various outbuildings. Properties associated large plots of grazing rangeland are located off of Croak Road, Collier Canyon Road, and North Canyons Parkway.

The Project site traverses several land use designations, including commercial, office, and industrial designations in Dublin – which represent planned future uses as described in Dublin’s General Plan and the EDSP – and resource management and large parcel agriculture designations in the County. In Livermore, adjacent to the eastern terminus of the Project site, land use designations include hillside conservation and commercial. The Livermore General Plan has requirements for Planned Development (PD) zones in Livermore; however, there are no PD zones near the Project site or surrounding areas. **Figure 3-3a**, **Figure 3-3b**, and **Figure 3-4** depict land uses in the land use study area. Within Dublin, the Project site and surrounding areas are zoned PD. The purpose of the PD zone is to:

- Establish a Planned Development Zoning District through which one or more properties are planned as a unit with development standards tailored to the site.
- Provide maximum flexibility and diversification in the development of property.

- Maintain consistency with, and implement the provisions of, the Dublin General Plan and applicable Specific Plans.
- Protect the integrity and character of both residential and non-residential areas of the City.
- Encourage efficient use of land for preservation of sensitive environmental areas such as open space areas and topographic features.
- Provide for effective development of public facilities and services for the site.
- Encourage use of design features to achieve development that is compatible with the area.
- Allow for creative and imaginative design that will promote amenities beyond those expected in conventional developments

### **Land Uses in the Project Vicinity**

#### *West*

The Fallon Gateway shopping center is located southwest of the Fallon Road/Dublin Boulevard intersection. Operating businesses include Target, Dick's Sports, Panera Bread, Guitar Center, and BJ's Restaurant and Brew House, among others.

#### *North*

Residential communities are located along Central Parkway and Fallon Road. Communities to the northwest are composed of single-family residential and medium-density residential development.

#### *East*

The areas east of Doolan Road and south of I-580 are primarily commercial and industrial developments. Land dedicated to Hillside Conservation is located north of North Canyons Parkway.

#### *South*

I-580 is located directly south of the land use study area. The San Francisco Premium Outlets are located south of I-580. General commercial and commercial/campus office land uses are located southeast of the Project site, adjacent to eastbound I-580.

## **IMPACTS AND MITIGATION MEASURES**

### **Significance Criteria**

The following significance criteria for land use and planning were derived from the Environmental Checklist in CEQA Guidelines Appendix G. These significance criteria have been amended or supplemented, as appropriate, to address lead agency requirements and the full range of potential impacts related to this Project.

An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- A. Physically divide an established community
- B. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect

### **Methodology**

As listed above, several planning documents were used to establish the land use study area, which was then surveyed during a site visit and photographed in order to determine existing conditions onsite. To determine potential impacts, the impact significance criteria identified above were applied to construction and operation of the Project.

### **Impact Analysis**

#### *No Impact Summary*

There are no “no impact” determinations for this topic.

#### *Impacts of the Project*

- A. Physically divide an established community

During Project construction, no changes to access between or within existing communities would occur. The Project site is primarily in an undeveloped area, but includes the Dublin Boulevard/Fallon Road, Doolan Road/North Canyons Parkway and the new Croak Road intersections. These intersections are at the edge of developed areas in Dublin and Livermore. Temporary intersection closures may be required during construction, and detour routes would be provided within each jurisdiction.

The Project would improve east-west local roadway connectivity between Dublin and Livermore and improve mobility, multimodal access, and efficiency for all roadway users. Once operational, the Project would provide local access between Dublin and Livermore for pedestrians, bicyclists, transit users, and drivers. The Project would contribute to connectivity between Priority Development Areas (PDAs) in Dublin, Livermore, and Pleasanton. Additionally, the Project would provide roadway access to developable parts of eastern Dublin, as specified in Dublin’s General Plan and the EDSP. Under existing conditions, there are no urban uses developed to the immediate north or south of the Project site, and therefore the construction and addition of a roadway and ancillary components would not divide an established community. Given this, implementation of the Project would have a beneficial impact to local connectivity, and would not divide an established community. This impact would be **less than significant**.

- B. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect

The extension of Dublin Boulevard from its current terminus in eastern Dublin to the intersection of Doolan Road/North Canyons Parkway in Livermore is described in various regional and local land use planning documents, including:

- Plan Bay Area 2035
- City of Dublin General Plan (2016)
- Eastern Dublin Specific Plan (2016)
- Fallon Village SEIR (2005)
- Alameda County General Plan, East County Area Plan (2002)
- Livermore's General Plan Circulation Element (2014)

The documents listed above describe a four to six lane roadway extension of Dublin Boulevard from Fallon Road to Doolan Road/North Canyon Parkway. The Project was envisioned to satisfy an unmet need for additional local circulation and access to potentially developable areas in Dublin, as first established in the Dublin General Plan EIR (1984) and consecutive planning documents prepared since that time. The Project would allow for the extension of bus service, would connect future development areas to regional transit (BART), and would include bike lanes and a multi-use pathway. Indirectly, the Project would support local and regional efforts to relieve traffic congestion on I-580 by providing a local route for intra- and inter-city trips.

Dublin will review and approve the final Project design and will be responsible for issuing building permits within their jurisdiction. As a part of the Project review process, City staff and decision makers will review the final Project design to ensure consistency with applicable General Plan and EDPS policies. Similarly, the County will separately review and approve of the Project and issue building permits within their jurisdiction. The Project site would end at the border of the County and Livermore; however, construction may require temporary closure of the Doolan Road/North Canyons Parkway intersection in Livermore. The intersection would generally remain operational for the construction period. This would be coordinated with Livermore, and would require their approval. Construction of the new Croak Road intersection would also create a temporary closure in this area of Dublin. See **Section 5.14, Transportation and Traffic** for a detailed discussion regarding construction access. As the physical improvements of the Project are within Dublin and the County, consistency with Livermore plans and policies is generally limited to consideration of indirect effects and construction-period effects such as aesthetics, noise, air quality, and traffic. An analysis of these topics is provided in their respective sections of this document and takes into consideration Livermore's General Plan and municipal code. A policy consistency analysis for Dublin, the County, and Livermore is provided in **Table 5.9-1** below.

**Table 5.9-1 Land Use Policy Consistency**

Policy		Project Consistency
<b>Dublin</b>		
General Plan		
2.7.4.2	All non-residential development must be consistent with the policies and guidelines set forth in applicable Specific Plans.	Consistent: The Project is consistent with the EDSP, and will include roadway features such as street trees as discussed in the EDSP.
3.2.1.A.1	Preservation of oak woodlands, riparian vegetation, and natural creeks as open space for their natural resource value is of the highest importance. Limited modifications may be permitted on a case-by-case basis with adequate mitigation to replace disturbed resources.	Consistent: The Project design takes into consideration the riparian areas around Cottonwood Creek to minimize disruption to the area.
3.2.1.B.2	Encourage an efficient and higher intensity use of the flat and gently sloping portions of the planning areas as a means of minimizing grading requirements and potential impacts to environmental and aesthetic resources.	Consistent: The proposed roadway alignment has been selected with careful consideration to minimize the need for grading while balancing a variety of other factors, including maintaining useful and acceptable parcel sizes in the Eastern Extended Planning Area (EEPA). This indirectly supports future development of the flatter areas in the EEPA.
3.4.1.A.3	Restrict structures on the hillsides that appear to project above major ridgelines. The present undisturbed natural ridgelines as seen from the Primary Planning Area and key travel corridors are an essential component of Dublin's appearance as a freestanding city ringed by open hills.	Consistent: The Project would not include any structures which would project above any ridgeline.
3.4.1.B.4	Use subdivision design and site design review process to preserve or enhance the ridgelines that form the skyline as viewed from freeways (I-580 or I-680) or major arterial streets (Dublin Boulevard, Amador Valley Boulevard, San Ramon Road, Village Parkway, Dougherty Road, Tassajara Road, and Fallon Road).	Consistent: See response to Policy 3.4.1.A.3 above.

Policy		Project Consistency
3.4.2.A.3	Using the natural stream corridors and major ridgelines, establish a comprehensive, integrated trail network within the Planning Area that permits safe and convenient pedestrian and bicycle access within urban areas and between urban areas and open space areas. Per the 2005 Fallon Village amendment, in order to preserve biological resources, trails in Fallon Village will not be placed along ridgelines and in stream corridors.	Consistent: The Project would provide pedestrian and bicycle access between developed areas of Dublin and Livermore. Access would be adjacent to the roadway travel lanes, and would not allow pedestrians or bicyclists to access ridgelines or stream corridors.
5.2.2.A.1	Design streets to (1) include sufficient capacity for projected traffic, (2) minimize congested conditions during peak hours of operation at intersections, (3) serve a variety of transportation modes including vehicles, bicycles, pedestrians and transit, and variety of users including people with disabilities, children, and seniors, (4) provide continuity with existing streets, and (5) allow convenient access to planned land uses.	Consistent: The Project has been designed to provide the optimal number of travel lanes based on traffic demand analysis (see <b>Appendix D</b> ), and would include a four-lane segment and six-lane segment. The Project would include multi-modal elements to serve all users. The Project would include a roadway extension that provides continuity with existing Dublin Boulevard, and would provide access to planned land uses in eastern Dublin.
5.2.2.A.3	The goals, policies, and implementation measures for street design in Section 10.8 of the Community Design and Sustainability Element should be consulted when new streets are being designed and/or existing streets are being modified.	Consistent: As required by this policy, the final Project design would be consistent with street design standards.
5.2.2.A.4	Reserve right-of-way and construct improvements necessary to allow streets to accommodate projected vehicular traffic with the least friction.	Consistent: See response to Policy 5.2.2.A.1 above.
5.2.2.A.5	The City shall consider the Tri-Valley Transportation Plan and Action Plan and the City of Dublin Complete Streets Policy when adopting or amending the Circulation Element of the General Plan, Specific Plans, Zoning Ordinances or the Capital Improvement Program.	Consistent: Before final Project approval, Dublin would adopt a General Plan amendment to specify the number of travel lanes proposed. As required, Dublin will take into consideration the listed planning and policy documents.
5.2.2.B.1	Design streets according to the forecasted demand and maximum design speeds listed above, and to the detailed standards set forth in the City of Dublin's Street Design Standards and Standard Plans which are maintained by the Public Works Department, as well as the listed Additional Policies.	Consistent: See response to Policy 5.2.2.A.1 and Policy 5.2.2.A.3 above.

<b>Policy</b>		<b>Project Consistency</b>
5.2.2.B.2	Design and construct all roads in the City's circulation network as defined in Figure 5-1 as well as bicycle and pedestrian networks as defined in the City of Dublin Bicycle and Pedestrian Master Plan.	Consistent: The Project would implement the extension of Dublin Boulevard as indicated in the General Plan, and would be consistent with planned facilities in the Bicycle and Pedestrian Master Plan through inclusion of bicycle and pedestrian facilities.
<b>Eastern Dublin Specific Plan</b>		
Goal	To provide a circulation system for eastern Dublin that is convenient and efficient, and encourages the use of alternative modes of transportation as a means of improving community character and reducing environmental impacts.	Consistent: See response to Policy 3.2.1.A.1, Policy 3.2.1.B.2, Policy 3.4.2.A.3, and Policy 5.2.2.A.1 above.
Policy 5-4	Provide four, six and eight lane arterial streets to carry major community and sub-regional traffic through the Specific Plan area.	Consistent: See response to Policy 5.2.2.A.1 above. The Project would provide new circulation access for local traffic between developed areas of Dublin and eastern Dublin, as well as access between Dublin and Livermore.
<b>County</b>		
Policy 51:	The County shall work with East County cities to preserve a continuous open space system outside the Urban Growth Boundary with priority given to the permanent protection of the Resource Management area between Dublin and North Livermore and the area north of the Urban Growth Boundary in North Livermore, as established through Program 19.	Consistent: The Project would not alter existing land use or compromise open space uses in the County. The Project would include implementation of a planned roadway connection between Dublin and Livermore, traversing unincorporated areas of the County, as described in the County's planning documents (East County Area Plan).
Policy 52:	The County shall preserve open space areas for the protection of public health and safety, provision of recreational opportunities, production of natural resources (e.g., agriculture, wind power, and mineral extraction), protection of sensitive viewsheds (see definition in Table 1), preservation of biological resources, and the physical separation between neighboring communities.	Consistent: See response to Policy 51 above.
Policy 109:	The County shall preserve community separators largely in open space in the following locations: 1. The Resource Management area of approximately 7,400 acres separating East Dublin and North Livermore	Consistent: See response to Policy 51 above.

Policy		Project Consistency
Policy 112:	The County shall require development to maximize views of the following prominent visual features: 1. The major ridgelines listed in Policy 105	Consistent: The Project would not impede upon views of the ridgeline to the north of the Project site; Project features would primarily be at ground level with the exception of trees and streetlights. These vertical features would not block views of the ridgeline.
Policy 114:	The County shall require the use of landscaping in both rural and urban areas to enhance the scenic quality of the area and to screen undesirable views. Choice of plants should be based on compatibility with surrounding vegetation, drought-tolerance, and suitability to site conditions; and in rural areas, habitat value and fire retardance.	Consistent: The Project design includes landscaping in bioretention areas and street trees. Final species selection would be coordinated with the County and subject to County approval.
Policy 115:	In all cases appropriate building materials, landscaping and screening shall be required to minimize the visual impact of development. Development shall blend with and be subordinate to the environment and character of the area where located, so as to be as unobtrusive as possible and not detract from the natural, open space or visual qualities of the area. To the maximum extent practicable, all exterior lighting must be located, designed and shielded so as to confine direct rays to the parcel where the lighting is located.	Consistent: The finishes and final landscaping choices for the Project would be subject to County approval. The Project design is intended to minimize changes to the landscape. For a further discussion of aesthetics and aesthetic treatments, refer to <b>Section 5.1, Aesthetics</b> .
Policy 116:	To the maximum extent possible, development shall be located and designed to conform with rather than change natural landforms. The alteration of natural topography, vegetation, and other characteristics by grading, excavating, filling or other development activity shall be minimized. To the extent feasible, access roads shall be consolidated and located where they are least visible from public view points.	Consistent: The proposed roadway alignment and design has been selected to minimize the need for grading and topographical alterations, while balancing the need for functional and appropriate parcel sizes and avoidance of existing structures.
Policy 117:	The County shall require that where grading is necessary, the off-site visibility of cut and fill slopes and drainage improvements is minimized. Graded slopes shall be designed to simulate natural contours and support vegetation to blend with surrounding undisturbed slopes.	Consistent: See response to Policy 116 above. For a further discussion of aesthetic treatments, refer to <b>Section 5.1, Aesthetics</b> .

Policy		Project Consistency
<b>Livermore</b>		
Policy LU-4.4-P2	Development in the Airport Influence Area, depicted in Figure 3-5.1, shall be in conformance with the Livermore Airport Land Use Compatibility Plan (“ALUCP”), dated August 2012. Land uses shall be consistent with this General Plan, the Livermore Development Code, and the Land and Use and Safety Compatibility Criteria contained in Table 2-3 and Table 3-2 of the ALUCP. Existing Land Uses, as defined in Section 2.4 of the ALUCP, are not subject to the policies of the ALUC. ALUCP Section 2.7.5.7 lists other special conditions where ALUC authority may be limited. (Resolution 2013-113)	Consistent: The Project site is located within the Livermore Municipal Airport Influence Area, including the Zone 6 and Zone 7. As a roadway development, the Project is classified as a ‘Utilities’ land use, which is considered a permitted use in Zones 6 and 7 according the Safety Compatibility Criteria.
Objective LU-5.1	Maintain an Urban Growth Boundary to protect open space and agricultural uses in North Livermore.	Consistent: The Project would not alter existing land use or compromise open space or agricultural land uses in Livermore. The Project would include implementation of a planned roadway connection between Dublin and Livermore, traversing unincorporated areas of the County, as described in Livermore’s General Plan.
Objective LU-5.5	Coordinate land use planning for the area north of I-580 between Livermore and Dublin with Alameda County and the City of Dublin so as to increase certainty over future land uses, to reduce speculation, and to enhance preservation of open space.	Consistent: All three jurisdictions have worked in close coordination on the development of this Project, including establishment of the MOU between Dublin and Livermore pertaining to Project design implementation.
Policy LU-5.5-P1	Encourage the cooperation of Alameda County, Livermore, and Dublin in coordinating land uses adjacent to the Doolan Canyon-North Livermore area.	Consistent: See response to Policy 51, Objective LU-5.1, and Objective LU-5.5 above.

Source: City of Dublin, 2016; Alameda County, 2002; Circlepoint, 2018

The Project is described as a four lane or six lane roadway in the general plan documents of Dublin, the County, and Livermore. Following completion of the EIR and as a part of final Project approval, Dublin will amend its General Plan to specify the Project includes a four lane segment and a six lane segment. With City Council approval of the Project and certification of the EIR, the Project would be consistent with the General Plan. At their discretion, the County and Livermore may amend their General Plans based on their independent determination of whether the final Project design warrants an amendment. Based on the foregoing, the Project would not conflict with any applicable land use plan, policy, or regulation, and the impact would be **less than significant**.

## CUMULATIVE IMPACTS

Cumulative impacts arise due to the linking of impacts from past, present, and foreseeable future projects in the region. Other projects in the area include past and planned residential, commercial, and infrastructure development projects in Dublin, Livermore, and elsewhere around the study area (see **Chapter 4.0, Introduction to Environmental Analysis**). As discussed above, development of the study area has been discussed in applicable plans and regulatory documents locally and within the region. The Project would not include any change in land use, but would support implementation of Dublin's General Plan and the EDSP. The Project would be consistent with applicable land use goals, policies, and objectives of each jurisdiction's General Plan and the EDSP, as demonstrated in **Table 5.9-1**. With implementation of an amendment to Dublin's General Plan to specify the precise number of travel lanes proposed, the Project would be entirely consistent with the General Plan. The County and Livermore will independently review and approve the Project, and may elect to amend their General Plans to specify the final number of lanes for the Project.

Implementation of future projects requiring a change to planning documents, such as a General Plan amendment, would require discretionary approval, similar to this Project review and approval process. It is reasonably assumed that these projects would be designed or otherwise conditioned to maintain consistency with adopted land use plans and ordinances or be amended with the appropriate mitigation and conditions of approval. Given the Project's consistency, as well as reasonable assumption for other projects in the cumulative impacts scenario to be generally consistent with the land use policy framework, cumulative land use impacts would not occur. The Project would result in a less than cumulatively considerable contribution to any significant cumulative impact.

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