

5.11 POPULATION AND HOUSING

INTRODUCTION

This section describes effects on population and housing that would result from 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)
- Alameda County General Plan, East County Area Plan (2002)
- City of Livermore General Plan (2014)
- *Community Impact Assessment (CIA)* prepared for the Project¹

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

Scoping Issues Addressed

Public comments related to population and housing were received during the public scoping period for this Draft environmental impact report (EIR). Comments from individuals included:

- Concerns the Project would result in new development in eastern Dublin, and a related population increase
- Concerns that the urban growth limits of Dublin, Alameda County (County), and Livermore would change or be disregarded as a result of the Project

REGULATORY SETTING

Federal

There are no applicable federal regulations.

State

Senate Bill 375

Senate Bill 375 (SB 375) directs the California Air Resources Board (CARB) to set regional targets for reducing greenhouse gas emissions. Aligning these regional plans is intended to help California achieve greenhouse gas reduction goals for cars and light trucks under Assembly Bill 32 (AB 32), the state's landmark climate change legislation. SB 375 requires each metropolitan planning organization to include a "Sustainable Communities Strategy" (SCS) in the regional transportation

¹ 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.

plan that demonstrates how the region will meet the greenhouse gas emission targets. The SCS is a growth strategy for the region which, in combination with transportation policies and programs, strives to reduce greenhouse gas emissions and, if it is feasible, help meet CARB's targets for the region. Within a SCS, the general location of uses, residential densities, and building intensities within the region are identified. This includes areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan.

Local

Association of Bay Area Governments

The Association of Bay Area Governments (ABAG) is the official comprehensive regional planning agency for the San Francisco Bay area, which is composed of nine counties, including Alameda County. ABAG produces growth forecasts on four-year cycles so that other regional agencies, including the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD), can use the forecast to make funding and regulatory decisions. ABAG projections are also the basis for the Regional Transportation Plan and regional Ozone Attainment Plan. The general plans, zoning regulations, and growth management programs of local jurisdictions inform ABAG projections. ABAG projections are also developed to reflect the impact of "smart growth" policies and incentives that could be used to shift development patterns from historical trends toward a better jobs-housing balance, increased preservation of open space, and greater development and redevelopment in urban core and transit-accessible areas throughout the ABAG region.

In July 2017, ABAG and the MTC adopted Plan Bay Area 2040. The second such regional housing and transportation plan adopted by MTC and ABAG, Plan Bay Area 2040 is a long-range blueprint to guide transportation investments and land-use decisions through 2040, while meeting the requirements of California's landmark 2008 Senate Bill 375, which calls on each of the state's 18 metropolitan areas to develop a Sustainable Communities Strategy to accommodate future population growth and reduce greenhouse gas emissions from cars and light trucks. The Project is included in the final project list for Plan Bay Area 2040.²

City of Dublin

City of Dublin General Plan, Housing Element

The City of Dublin updated its Housing Element in November 2014. The Housing Element focuses on the regional housing needs for the period between 2015 and 2023, includes all the mandatory sections as identified by California law, including an inventory of land parcels that could accommodate its Regional Housing Needs Allocation (RHNA) as set by ABAG. The element outlines housing production objectives, describes strategies to achieve those objectives, examines the local need for special needs populations, identifies adequate sites for housing production serving various

² MTC, 2017. Available at: <http://projects.planbayarea.org/explore>

income levels, analyzes constraints to new development, and evaluates the Housing Element's consistency with other General Plan elements. The Project is included in the General Plan, and would facilitate goals outlined in the housing element by improving connectivity in eastern Dublin.

Eastern Dublin Specific Plan

The Eastern Dublin Specific Plan (EDSP) was adopted in May 1993 and updated in September 2016, and plans for the development of eastern Dublin over a 20 to 30-year period. The buildout potential of the EDSP includes 13,913 dwelling units and 29,424 jobs. The Project is included in the EDSP as a planned road improvement that would facilitate the buildout of the EDSP.

Alameda County

Alameda County General Plan, East County General Plan

The *East County General Plan* was adopted in 1994 to present a clear statement of the County's intent concerning future development and resource conservation within the eastern part of the County. The plan provides programs and specific actions the County will undertake to achieve the goals and policies of the plan. Adoption of the plan included the creation of a permanent urban growth boundary. The urban growth boundary, along with phased development requirements, prevents new development in agricultural areas and prevents urban sprawl from encroaching on undeveloped County land. The following policies are relevant to the Project:

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.

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.

City of Livermore

City of Livermore General Plan, Housing Element

The *City of Livermore General Plan Housing Element* is updated every five years and includes specific components such as analysis of the existing housing stock, analysis of existing and projected housing needs, and quantification of the number of housing units that will be developed, preserved, and improved. The Housing Element includes the protection of Livermore's urban growth boundary, which is intended to protect existing agricultural uses and natural resources within and outside Livermore from urban development. The following objective is relevant to the Project:

Objective LU-5.1: Maintain an Urban Growth Boundary to protect open space and agricultural uses in North Livermore.

EXISTING CONDITIONS

The entire cities of Dublin and Livermore, and the entire County comprise the study area for this section. A description of each jurisdiction's population and housing characteristics is provided below.

Population

City of Dublin

As of 2017, Dublin has a population of approximately 57,022 persons. Development in the Eastern Extended Planning Area (as identified in Dublin's General Plan) is anticipated to generate the largest percentage of Dublin's future growth, with a maximum buildout of 5,421 residential units and 19,277 persons by 2040. As shown in **Table 5.11-1**, the population in Dublin grew by approximately 34 percent from 2010 to 2017. As shown in **Table 5.11-2**, Dublin's population is projected to grow 29 percent from 2017 to 2040.³ The Association of Bay Area Governments (ABAG) estimates that the population of Dublin will increase to approximately 73,800 by 2040.⁴ As Dublin's population grows, its housing stock will need to grow as well. As shown in **Table 5.11-3**, Dublin had approximately 15,782 residential units in 2010, and has an estimated 18,804 housing units as of 2017. This represents a 19 percent increase between 2010 and 2017. The City Development Plan Core Strategy has a target to provide 4,200 new housing units per annum up to 2022, and up to 3,000 rental units.

Alameda County

Alameda County is the second most populous county in the Bay Area region and the seventh most populous county in the state. The County has a population of approximately 1.6 million people. As shown in **Table 5.11-1**, the population in Alameda County grew by approximately 10 percent from 2010 to 2017, and the population is projected to grow 19.5 percent from 2017 to 2040 (see **Table 5.11-2**). ABAG estimates the County's population will increase to approximately 1,987,900 persons by 2040. As shown in **Table 5.11-3**, the County had approximately 582,549 housing units in 2010. Alameda County has an estimated 596,898 housing units as of 2017, which represents a 2.5 percent increase from 2010.

City of Livermore

As of 2017, Livermore's population is approximately 88,232 persons. As shown in **Table 5.11-1**, the population in Livermore grew by approximately 9 percent from 2010 to 2017. ABAG estimates that the population of Livermore will increase to approximately 104,300 persons by 2040, a change of 18 percent (see **Table 5.11-2**). Livermore has an estimated 31,789 housing units as of 2017. As shown in **Table 5.11-3**, Livermore's housing stock grew approximately 5 percent between 2010

³ ABAG, 2013.

⁴ *Ibid.*

and 2017. As mentioned above, the Housing Element of Livermore's General Plan helps guide development and plans for housing needs in Livermore. To meet the General Plan's housing goals, Livermore will need to provide 2,729 new housing units by 2022.

Table 5.11-1 2010-2017 Population and Household Growth

Geographic Area	Population			Households		
	2010 ^a	2017 ^b	Percent Change	2010 ^a	2017 ^b	Percent Change
Alameda County	1,510,271	1,663,190	+10%	545,138	569,070	+4%
Dublin	42,657	57,022	+34%	14,913	19,023	+27.5%
Livermore	80,968	88,232	+9%	29,134	31,347	+7.5%

^aU.S. Census, 2010; ^bACS, 2017; Circlepoint, 2018

Table 5.11-2 Projected Population and Household Growth (2040)

Geographic Area	Population			Households		
	2017 ^b	2040 ^b	Percent Change	2017 ^a	2040 ^b	Percent Change
Alameda County	1,663,190	1,987,900	+19.5%	596,898	705,330	+18%
Dublin	57,022	73,800	+29%	19,587	23,620	+20.5%
Livermore	88,232	104,300	+18%	32,458	40,880	+26%

^aACS, 2016; ^bABAG, 2013; Circlepoint, 2018

Table 5.11-3 Housing Stock Growth

Jurisdiction	Number of Units in 2010 ^a	Number of Units in 2017 ^b	Percent Increase 2010-2016
Alameda County	582,549	596,898	2.5%
Dublin	15,782	18,804	19%
Livermore	30,342	31,789	5%

^aU.S. Census, 2010; ^bACS, 2017; Circlepoint, 2018

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The following significance criteria for population and housing were derived from the Environmental Checklist in the California Environmental Quality Act (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. Displace substantial numbers of people and existing housing, necessitating the construction of replacement housing elsewhere
- B. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)

Methodology

To determine potential impacts, the impact significance criteria identified above were applied to construction and operation of the Project. The evaluation is based on existing conditions and applicable planning documents listed above. The analysis takes into consideration both the potential direct impacts of the Project, as well as indirect impacts of the Project in the context of the General Plans and EDSP.

Impact Analysis

No Impact Summary

- A. Displace substantial numbers of people and existing housing, necessitating the construction of replacement housing elsewhere

The Project site does not include any existing housing and therefore the Project would not displace existing housing or people, and would not necessitate the construction of replacement housing elsewhere. The existing residences north of the Project site in Dublin would remain and would not be changed as a result of the Project. Therefore, no impact would occur.

Impacts of the Project

- B. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)

An evaluation of the Project's direct and indirect impacts is provided below, addressing both construction-period and operational impacts. Construction of the Project would result in a temporary increase in construction-related job opportunities in the local area. Since the opportunities provided by construction would be temporary, construction of the Project would not reasonably result in the relocation of construction workers to the region. Construction employment is, by its nature, an employment type that requires workers to commute or travel to changing job sites, as workers may be employed on several jobs simultaneously. Therefore, the employment opportunities provided by the Project are not anticipated to result in population growth. The Project would not include new employment opportunities beyond those created during the construction period, and would not include any new housing. The Project would not directly affect the rate, type, or amount of growth in eastern Dublin, the County, or Livermore, as the Project includes a roadway extension only. Therefore, the Project would not directly result in substantial population growth.

The Project is consistent with existing and planned land uses in the study area, and would not directly or indirectly induce unplanned population growth. Rather, the Project would indirectly support a planned increase in population and housing in eastern Dublin by providing roadway access and an extension of existing utility lines to developable areas, consistent with local and regional planning documents. The Project would support implementation of Dublin's General Plan and the EDSP, which include the extension of Dublin Boulevard to the Doolan Road/North Canyons Parkway intersection in Livermore. The Project would indirectly support the rate, type, and amount of population growth planned in eastern Dublin. See **Chapter 7.0, Other CEQA Considerations**, for a detailed discussion regarding growth inducement.

The Project would support implementation of the East County Area Plan by providing a connection from eastern Dublin to Livermore through the County. The Project would not connect to or extend existing roadway networks within unincorporated areas of the County. As the Project site is outside the County's urban growth boundary, land use development other than minor agricultural and single-family residential uses associated with agricultural uses, are prohibited. The Project would not include or result in a change in any zoning or land use designation, or alteration of the urban growth boundary. Therefore, the Project would not indirectly induce unplanned population growth in the County. Similarly, the Project would be consistent with Livermore's General Plan, which includes the extension of Dublin Boulevard to the Doolan Road/North Canyons Parkway intersection. The Project would connect to developed areas of Livermore that include existing office and industrial uses, and would add to the larger transportation network to increase access to Priority Development Areas in Livermore. Therefore, the Project would not indirectly induce unplanned population growth in Livermore. For the above reasons, this 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 mentioned above, planned population growth in each jurisdiction has been fully evaluated in the applicable CEQA clearances for applicable General Plans and individual development projects. The Project would indirectly support development of planned uses and associated planned growth in eastern Dublin, consistent with local and regional planning documents, and would not indirectly induce unplanned growth in any jurisdiction. Future developments in Dublin would be subject to mitigation from prior EIRs such as the Dublin General Plan EIR, EDSP EIR, and the Fallon Village Supplemental EIR. Future development in Livermore would be subject to General Plan consistency and mitigation from the General Plan EIR. Therefore, a cumulative impact would not occur. The Project would not result in a cumulatively considerable contribution to a significant cumulative impact.

REFERENCES

Alameda County, 2000. *East County Area Plan*. Available: <https://www.acgov.org/cda/planning/generalplans/index.htm>. Accessed: November 22, 2018.

City of Dublin, 2017. *City of Dublin General Plan*. Available: <https://www.dublin.ca.gov/DocumentCenter/View/10560/Chapter-12>. Accessed: June 5, 2018.

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City of Livermore, 2004. *City of Livermore General Plan 2003-2025*. Amended December 2014. Available: <http://www.cityoflivermore.net/citygov/cdd/planning/general.htm>. Accessed: November 22, 2018.