DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

April 25, 2019

Mr. Tom Holstein
Senior Environmental Planner
Caltrans D4 Office of Local Assistance
111 Grand Avenue
Oakland, CA 94612

Subject: ***Transmittal Letter***
Dublin Boulevard – Federal Project No. RTPL 5432(019)
Community Impact Assessment

Dear Mr. Holstein:

The City of Dublin (Dublin), in cooperation with the City of Livermore (Livermore), Alameda County (County), Alameda County Transportation Commission (ACTC), and the California Department of Transportation (Caltrans) as assigned by the Federal Highway Administration (FHWA), proposes to extend Dublin Boulevard approximately 1.5 miles eastward through eastern Dublin and an unincorporated portion of the County, terminating at the boundary between the County and Livermore city limits (Project).

In support of the environmental process California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) clearance for the Project, the City of Dublin is transmitting one signed copy of the following technical memorandum:

- **Community Impact Assessment** – Dublin Boulevard-North Canyons Parkway Extension Project – Federal Project No. RTPL 5432(019) – Circlepoint – April 2019.

The City of Dublin has reviewed and agrees with the findings of the enclosed report.

If you have any questions, please contact me at (925) 833-6630.

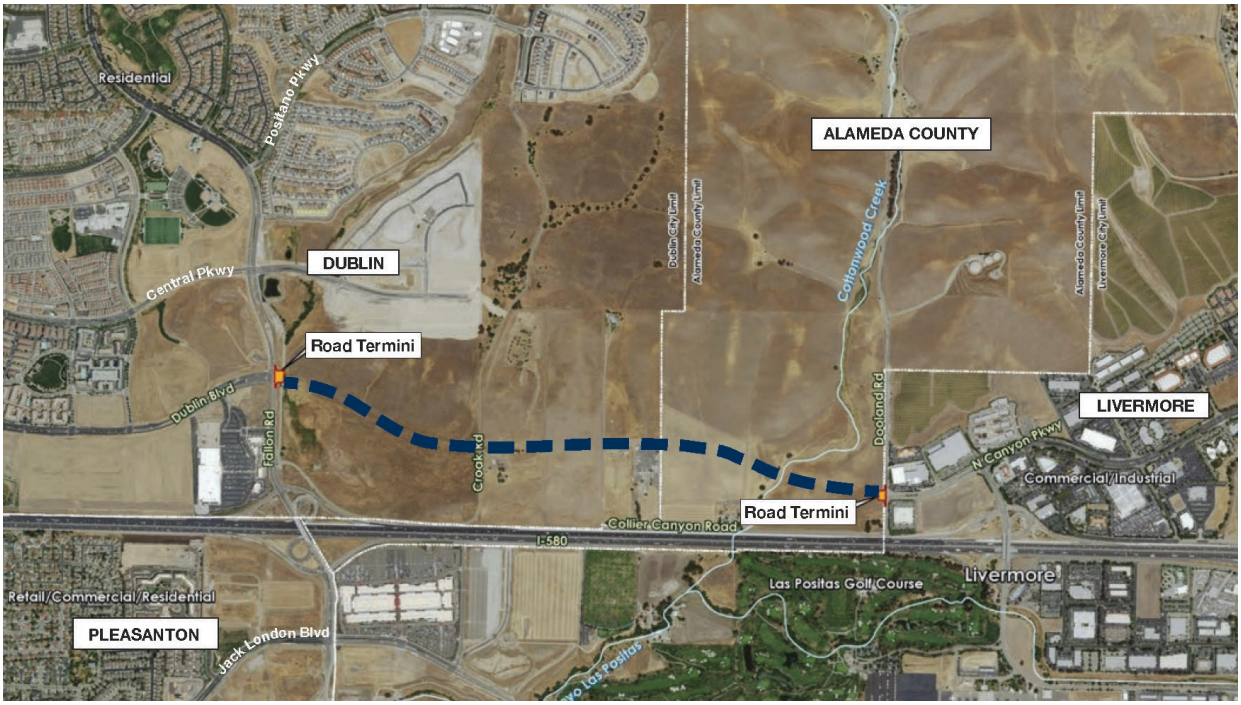
Sincerely,

Obaid Khan, P.E.
Transportation and Operations Manager
City of Dublin
100 Civic Plaza, Dublin, CA 94568
Obaid.Khan@dublin.ca.gov

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
925.833.6630

100 Civic Plaza
Dublin, CA 94568
P 925.833.6650
F 925.833.6651
www.dublin.ca.gov

Dublin Boulevard-
North Canyon Parkway Extension



Community Impact Assessment

From east of the Dublin Blvd./Fallon Rd. intersection north of Interstate 580 (I-580) to the N. Canyons Pkwy./Doolan Rd. crossing north of the I-580

District 4-ALA-RTPL-5432/(019) Project ID 21473/ALA150003

May 2019

Caltrans

Summary

The City of Dublin (Dublin), in cooperation with the City of Livermore (Livermore), Alameda County (County), and the California Department of Transportation (Caltrans) as assigned by the Federal Highway Administration (FHWA), proposes to extend Dublin Boulevard approximately 1.5 miles eastward through eastern Dublin and an unincorporated portion of the County, terminating at the boundary between the County and Livermore city limits (project). The project vicinity and proposed alignment of the roadway extension is described in detail in **Section 1.4 (Proposed Project)**.

The purpose of the project is to improve east-west local roadway connectivity between Dublin and Livermore; and improve mobility, multimodal access and efficiency for all roadway users. The purpose is also to support an integrated corridor management strategy.

This 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. The project alternatives include Build Alternative and No Build Alternative. The Build Alternative is the project. Under the No Build Alternative, none of the project features would be constructed; Dublin Boulevard and North Canyons Parkway would continue to operate unconnected in their current configurations. Under both the Build Alternative and No Build Alternative, the planned and approved land use developments along the project corridor may still be implemented by the local agencies. See **Section 1.3.1 (Study Area)** for definitions of study areas used in this analysis.

Land Use

Existing and Future Land Uses

Chapter 2 (**Land Use**) evaluates the existing conditions of the project corridor and the planned developments in the immediate area. An evaluation of the project's consistency with state, regional, and local plans; potential impacts to parks and recreational facilities; and potential impacts to farmlands is included in this chapter.

The study area, between Fallon Road and Doolan Road, primarily consists of undeveloped grazing ranchland and open space, with intermittent rural development such as private paved and unpaved roads, fences, barns, corrals, wells, water tanks, single-family homes and various outbuildings. Single-family home properties associated large plots of grazing ranchland are located off of Croak Road, Collier Canyon Road, and North Canyons Parkway. The largest developed property is a large farm complex and

associated parking lot, located in the center of the study area. Residential communities are located along Fallon Road, northwest of Dublin Boulevard and northeast of Central Parkway. The Fallon Gateway shopping center is located southwest of the Fallon Road/Dublin Boulevard intersection. The areas east of Doolan Road and south of I-580 are primarily commercial and industrial developments.

Dublin and Livermore have planned for new residential and non-residential developments that would increase access to housing and employment opportunities in the region. As a part of this planned development, Dublin, the County, and Livermore have included and considered the extension of Dublin Boulevard in their planning documents. The majority of the direct and indirect impact study area within the city limits is designated as residential, commercial, and industrial land uses. To help facilitate transportation needs for expected growth, the roadway extension is critical for accommodating existing and future development. As such, the Build Alternative is consistent with existing and future land uses.

Consistency with State, Regional, and Local Planning Documents

The proposed eastern extension of Dublin Boulevard would improve connectivity between Dublin and Livermore, and would accommodate the planned development in the area. The project is listed in the Metropolitan Transportation Commission (MTC) 2017 Transportation Improvement Program (TIP) (TIP identification number ALA150003, Fund Management System identification number 6046.00), as well as the MTC Regional Transportation Plan (RTP) Plan Bay Area 2040 (identification number 17-01-0048). The project is also anticipated in local planning documents, including Alameda County's General Plan, Alameda County Tri-Valley Transportation Plan, and Alameda Countywide Transportation Plan (CTP). The Build Alternative would be consistent with these planning documents.

Parks and Recreational Facilities

No permanent acquisitions of parks and recreational facilities would occur with the implementation of the Build Alternative. Temporary construction work and permanent improvements would occur more than 1,000 feet from the closest parks and recreational facilities, thereby avoiding indirect noise and air quality effects. Access to these facilities will not be hindered as result of construction of the Build Alternative. As discussed in **Chapter 3** (**Growth**), the Build Alternative would support identified growth projections with traffic improvements, and would not have growth-inducing effects that would generate increased demands for the parks and recreational facilities.

Farmlands

The Farmland Mapping and Monitoring Program (FMMP)[1] designates the project corridor as entirely within grazing land, on which the existing vegetation is suited to the grazing of livestock. No "Prime" or "Unique" farmlands are known to exist within or adjacent to the project corridor. There are no

[1] Farmland Mapping and Monitoring Program, 2014. Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/ala14.pdf; last accessed: June 20, 2018

properties within or adjacent to the project corridor that are protected under Williamson Act contracts.[2] No effects to farmlands would occur as a result of the Build Alternative.

Issues with No Effects

The project corridor is not within a coastal zone or within several miles of any designated wild and scenic rivers. There are no wooded habitats or forest resources within the project corridor. No effects to these resources would occur.

Growth

The project corridor is located in undeveloped ranchland and open space, with intermittent residences and outbuildings. Future development in the immediate area is expected to be fully built out by 2035, providing residential units and a broad range of non-residential developments. As described in **Chapter 3** (**Growth**), the County's population is projected to increase by approximately 32 percent by 2040, while Dublin is expecting population growth of approximately 60 percent, and Livermore by 23 percent. The increase in population and development would increase traffic volumes and worsen the projected congestion on the local and regional transportation system. Local planning documents, including Alameda County's General Plan, Alameda County Tri-Valley Transportation Plan, and Alameda CTP reference the roadway extension as part of the local development plan. Consistent with these plans, the Build Alternative would improve east-west local roadway connectivity between Dublin and Livermore; and improve mobility, multimodal access and efficiency for all roadway users. The Build Alternative represents planned and programmed transportation improvements that would enable the development of future land uses identified in the local planning documents. The Build Alternative is consistent with the planned land uses in the study area, and would not induce growth, but rather accommodate growth.

Community Character

Population and Housing

As previously discussed, the Build Alternative represents planned and programmed transportation improvements that would facilitate future residential development identified in local planning documents. Therefore, the Build Alternative would indirectly facilitate the implementation of identified population and housing projections by providing circulation system improvements. The Build Alternative would not directly increase population, but would indirectly support planned growth through implementation of a planned roadway extension.

[2] Alameda County Williamson Act FY 2014/2015. Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Alameda_14_15_WA.pdf; last accessed: June 20, 2018.

Community Facilities and Services

As discussed in **Chapter 4**(**Community Character**), Dublin's overall mission is to promote and support a high quality of life, ensure a safe and secure environment, and foster new opportunities. Dedicated to promoting an active and healthy lifestyle, Dublin created over 18 public neighborhood and community parks, sports fields, and open space areas for hiking and biking. Residents can also enjoy concerts, such as *First Thursday*, a farmer's market, and special seasonal and themed events that acknowledge Dublin's history and heritage.

The project would enhance access and connectivity to Downtown Dublin and other portions of the city, which would support the ability for residents to access business and commercial venues and community events. By enhancing connectivity and circulation, the project would have a beneficial effect on access within the community. The Build Alternative would provide multi-modal infrastructure for all users, including bicyclists, pedestrians, transit riders, and motorists. Complete streets and multimodal access between Dublin and Livermore would enable connections between the developed communities and surrounding area.

Economic Conditions

Relocations and Real Property Acquisitions

Implementation of the project would include new roadway improvements between Dublin Boulevard and North Canyons Parkway and would require utility easements and right-of-way acquisitions. Since the study area for direct impacts is currently undeveloped, no residences or businesses would be displaced.

Environmental Justice

Given the minority and poverty demographic data, three block groups within the 0.5 mile study area would be considered minority environmental justice communities, with between 56 and 76 percent minority populations. See **Section 4.5 (Environmental Justice)** for more detailed information on project effects to minority populations. There are no low-income communities or other communities of concern in the study area. In looking at the regional context for community impacts, the project's purpose as an improvement to east-west local roadway connectivity and congestion reliever would benefit both environmental and non-environmental justice communities. The direct and indirect impact study area is currently undeveloped, and no residences or businesses would be displaced. Therefore, the project would not result in impacts to Environmental justice communities. The project would not displace residences and businesses within these communities, divide these communities, or create indirect effects such as noise or air quality impacts, as further described in **Section 4.5 (Environmental Justice)**.

Traffic and Transportation/Pedestrian and Bicycle Facilities

As discussed in Chapter 5, the transportation impact analysis completed for the project identified potential impacts to traffic, pedestrian, bicycle, and public transportation would be improved. The project would result in traffic impacts at to two intersections: Fallon Road and Dublin Boulevard in Dublin and Airway Boulevard and North Canyons Parkway in Livermore

Pedestrian and bicycle facilities are not present within the existing conditions of the study area for direct and indirect impacts, as defined in **Section 1.3.1 (Study Area)**. With the new connection between Dublin Boulevard and Livermore, bicycle and pedestrian facilities would be installed and connectivity would improve. The project would implement a multiuse path and bikeway and/or bicycle lanes along the extension of Dublin Boulevard. As for public transportation, the new connection would provide Livermore Amador Valley Transit Authority (LAVTA) the ability to relocate bus route 30R from I-580 to the new roadway extension.

Public Involvement

In an effort to notify the community about the project, Dublin hosted a scoping meeting and a meeting for existing property owners in the area in May 2017. Attendees at the scoping meeting submitted comment cards with their feedback about the project. An additional community meeting will be held when the draft environmental document is circulated.

Table of Contents

List of Figures

List of Tables

Appendices

1.0 Introduction

This Community Impact Assessment (CIA) is prepared for the Dublin Boulevard-North Canyons Parkway Extension Project by Caltrans, or an authorized agent, in accordance with Caltrans policies, procedures, and guidance as defined in the Standard Environmental Reference (SER). The information in this document has been prepared as a "blended" assessment to comply with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and other substantive environmental laws applicable to the subjects addressed in this document.

The City of Dublin (Dublin), in cooperation with the City of Livermore (Livermore), Alameda County (County), Alameda County Transportation Commission (ACTC), and the California Department of Transportation (Caltrans) as assigned by the Federal Highway Administration (FHWA), proposes to extend Dublin Boulevard approximately 1.5 miles eastward through eastern Dublin and an unincorporated portion of the County, terminating at the boundary between the County and Livermore city limits (project).

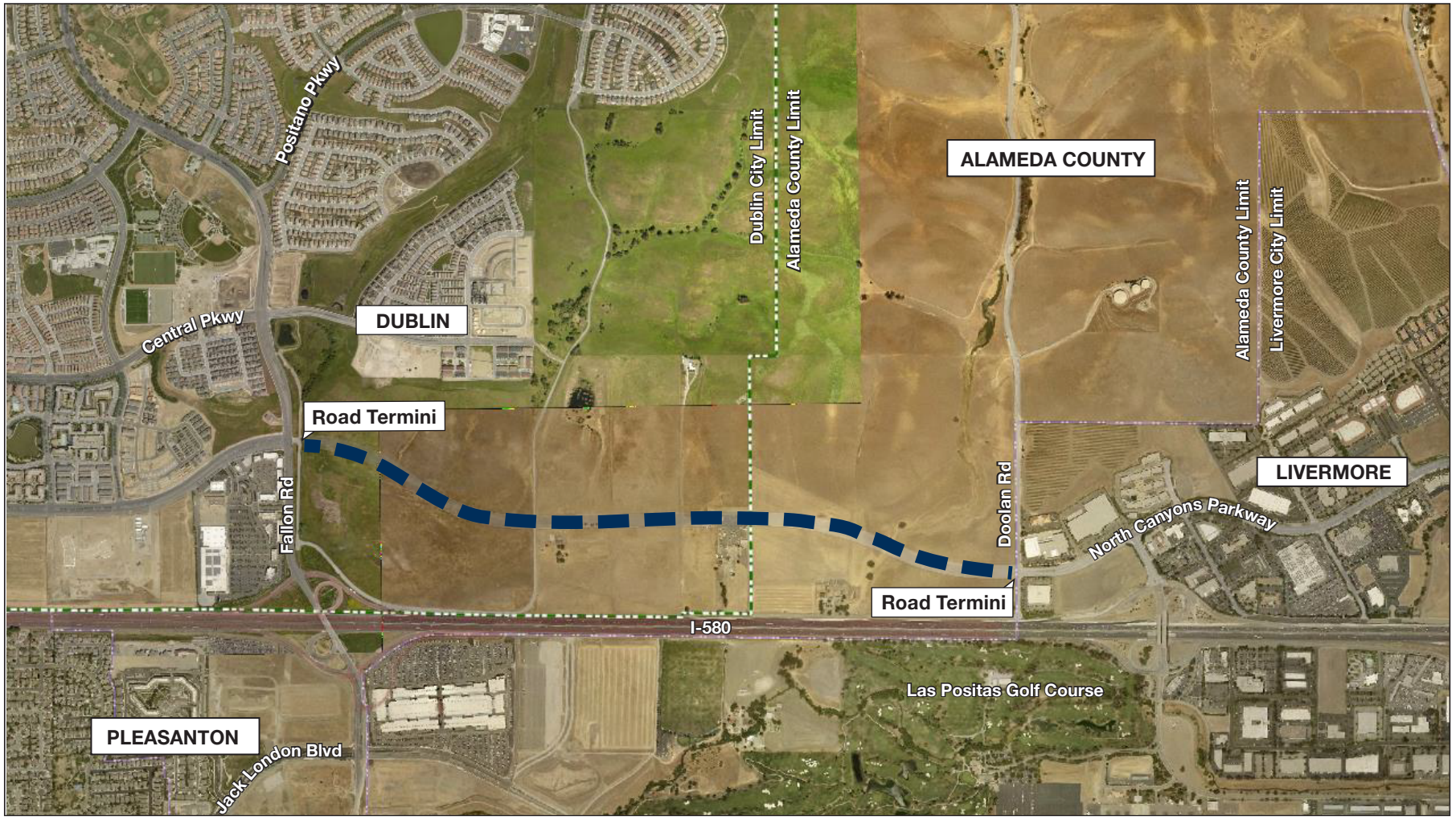
The purpose of the project is to improve east-west local roadway connectivity between Dublin and Livermore; and improve mobility, multimodal access, and efficiency for all roadway users. The purpose is also to support an integrated corridor management strategy. The project is needed to indirectly relieve congestion on I-580 by providing a completed local route on the north side of I-580 between I-680 in Dublin to State Route 84 (SR-4 or Isabel Avenue) in Livermore. **Figure 1** illustrates the proposed project location and general alignment.

1.1 WHAT IS A COMMUNITY IMPACT ASSESSMENT

The purpose of this report is to provide information regarding social, economic, and land use effects of the project so that final transportation decisions will be made in the public interest. The report is intended to clearly describe the relevant existing conditions and the potential socioeconomic impacts of the project.

Both CEQA and NEPA require consideration of social and economic impacts of projects in the preparation of environmental documents. [3]

[3] Under CEQA, the economic or social effects of a project in and of themselves shall not be treated as significant effects on the environment. Rather, the economic or social effects of a project may be used to determine the significance or physical changes caused by the project. The focus of the analysis shall be on the physical change, although the economic or social effects may be used to determine the significance of the physical change. For example, if the construction of a new freeway divides a community, the construction would be the physical change, but the social effects on the community would be the basis for determining that the effect would be significant (CEQA Guidelines Section 15131).



Legend

Project Alignment

N

0 500 1,000 2,000
FEET

Regional Location and Project Alignment

Figure 1

Source: Circlepoint, 2018

1.2 REGULATORY SETTING

This CIA has been prepared in compliance with the laws and regulations described below.

1.2.1 NATIONAL ENVIRONMENTAL POLICY ACT

NEPA requires all Federal agencies to assess the environmental effects of a project and disclose such effects to the public. NEPA "effects" include social and economic impacts. The NEPA document is required discuss effects to the human environment when a proposed project presents potential physical impacts that are interrelated with the social and economic conditions of a surrounding community (i.e., right-of-way acquisition, changes in access, and disproportionate effects to disadvantaged populations). The CIA for this project has been prepared in accordance with NEPA to evaluate any potentially adverse effects this project may have on communities within the surrounding area.

In reviewing and approving projects under NEPA, Caltrans is responsible for complying with all applicable federal environmental laws and with FHWA NEPA regulations, policies, and guidance, and is legally responsible and liable for the environmental decisions made on projects under NEPA Assignment (23 USC 327 MOU).

1.2.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA requires California public agencies to identify the significant environmental impacts of their actions, and either avoid or mitigate such impacts, where feasible. The following passage from the CEQA *Guidelines* (CEQA Guidelines 15131b) addresses the linkage between socioeconomic and physical impacts:

> *Economic or social effects of a project may be used to determine the significance of physical changes caused by the project. For example, if the construction of a new freeway or rail line divides an existing community, the construction would be the physical change, but the social effect on the community would be the basis for determining that the effect would be significant. As an additional example, if the construction of a road and the resulting increase in noise in an area disturbed existing religious practices in the area, the disturbance of the religious practices could be used to determine that the construction and use of the road and the resulting noise would be significant effects on the environment. The religious practices would need to be analyzed only to the extent to show that the increase in traffic and noise would conflict with the religious practices.*

This CIA has been prepared following CEQA guidelines to disclose any potential impacts this project may have on communities; and measures to avoid, minimize, and mitigate those impacts.

1.2.3 TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

The Title VI of the Civil Rights Act of 1964 prohibits discrimination in federally-assisted programs (or activities receiving federal funding) on the basis of race, color, and national origin. Direct property acquisition as part of this project would require implementation of Title VI of the Civil Rights Act of 1964.

1.2.4 EXECUTIVE ORDER 12898 - ENVIRONMENTAL JUSTICE

Executive Order No. 12898 (EO 12898) directs Federal agencies to "promote nondiscrimination in Federal programs substantially affecting human health and the environment, and provide minority and low-income communities access to public information on, and an opportunity for public participation in, matters related to human health or the environment." The order directs agencies to use existing law to ensure that when they act:

- they do not discriminate on the basis of race, color, or national origin
- they ensure public participation
- they identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations.

This CIA has been prepared following EO 12898 guidelines to disclose any potential impacts to environmental justice communities as a result of this project.

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in 1987, is often referred to simply as the Uniform Act. The Uniform Act provides for uniform and equitable treatment of persons displaced from their homes, businesses, non-profit associations, or farms by federal and federally-assisted programs, and establishes uniform and equitable land acquisition policies. The Uniform Act was passed by Congress to ensure that people whose real property is acquired, or who move as a result of projects receiving Federal funds, will be treated fairly and equally and will receive assistance in moving from the property they occupy. Direct property acquisition under a project would require implementation of the Uniform Act providing for relocation assistance services to affected homeowners, renters, and tenant businesses. In addition, the Uniform Act requires that residential and commercial property owners be paid fair market value for any property acquired as a result of the project. This CIA has been prepared following the Caltrans Relocation Assistance Program, and discloses any potential relocations that may occur as a result of this project.

The Americans with Disabilities Act of 1990

The Americans with Disabilities Act (ADA) of 1990 extends the protection of the 1964 Civil Rights Act to the disabled, prohibiting discrimination in public accommodations and transportation and other services. The ADA stipulates the importance of engaging the disabled community in the development of access at sidewalks, ramps, and street crossing for roadway improvement projects. The ADA also stipulates involving the disabled community in the development and improvement of services. For example, participation by the disabled community is essential for the development of a station plan for a rail transit project. This CIA identifies the ADA accessible community outreach efforts conducted for this project, and the ADA compliant elements of the proposed improvements.

The Farmland Protection Policy Act

The Farmland Protection Policy Act (FPPA) is intended to minimize the impact Federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It assures that—to the extent possible—Federal programs are administered to be compatible with state, local units of government, and private programs and policies to protect farmland. Federal agencies are required to develop and review their policies and procedures to implement the FPPA every 2 years. This CIA evaluates farmland impacts from the project in conformance with the FPPA.

The California Land Conservation Act of 1965

The California Land Conservation Act of 1965--commonly referred to as the Williamson Act--enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. This CIA evaluates farmland impacts from the project in conformance with the Williamson Act.

23 Code of Federal Regulations 652, Accommodation for Pedestrians and Bicyclists

The 23 Code of Federal Regulations (CFR) 652, Accommodation for Pedestrian and Bicyclists provides policies and procedures relating to the provision of pedestrian and bicycle accommodations on Federal-aid projects, and Federal participation in the cost of these accommodations and projects. This CIA identifies the pedestrian and bicycle accommodations of the proposed improvements.

1.3 ASSESSMENT PROCESS AND METHODOLOGY USED

The methodology for this CIA follows the guidelines provided by the Caltrans, 2011 Environmental Handbook Volume 4 – Community Impact Assessment (Caltrans CIA guidance) and the U.S. Department of Transportation and FHWA's, *1996 Community Impact Assessment: A Quick Reference for Transportation*.

The approach for the CIA includes an inventory of existing conditions and an evaluation of potential impacts of the project on land uses and the community within the designated community impact study area (study area) described below.

1.3.1 STUDY AREA

Project-related effects to the surrounding communities would stem from activities taking place along the project corridor (i.e., the project footprint), but would also include the broader region. This analysis considers four study areas in the analysis of direct and indirect community impacts, specific to each resource topic:

1. To capture community effects from the project on a regional level (i.e., growth and consistency with land use plans), the study area for this CIA includes the following cities, county, and unincorporated areas that intersect with the project corridor: Dublin, Pleasanton, Livermore, and the County.

2. For the analysis of direct effects to land uses (i.e., acquisitions), the study area includes the project footprint and temporary construction staging areas; or any land used temporarily or permanently acquired to implement roadway extension.

3. As a means to address indirect effects of the project (i.e., noise, visual, and air quality), the study area includes any sensitive resources within 0.5-mile from the edge of the proposed project footprint.

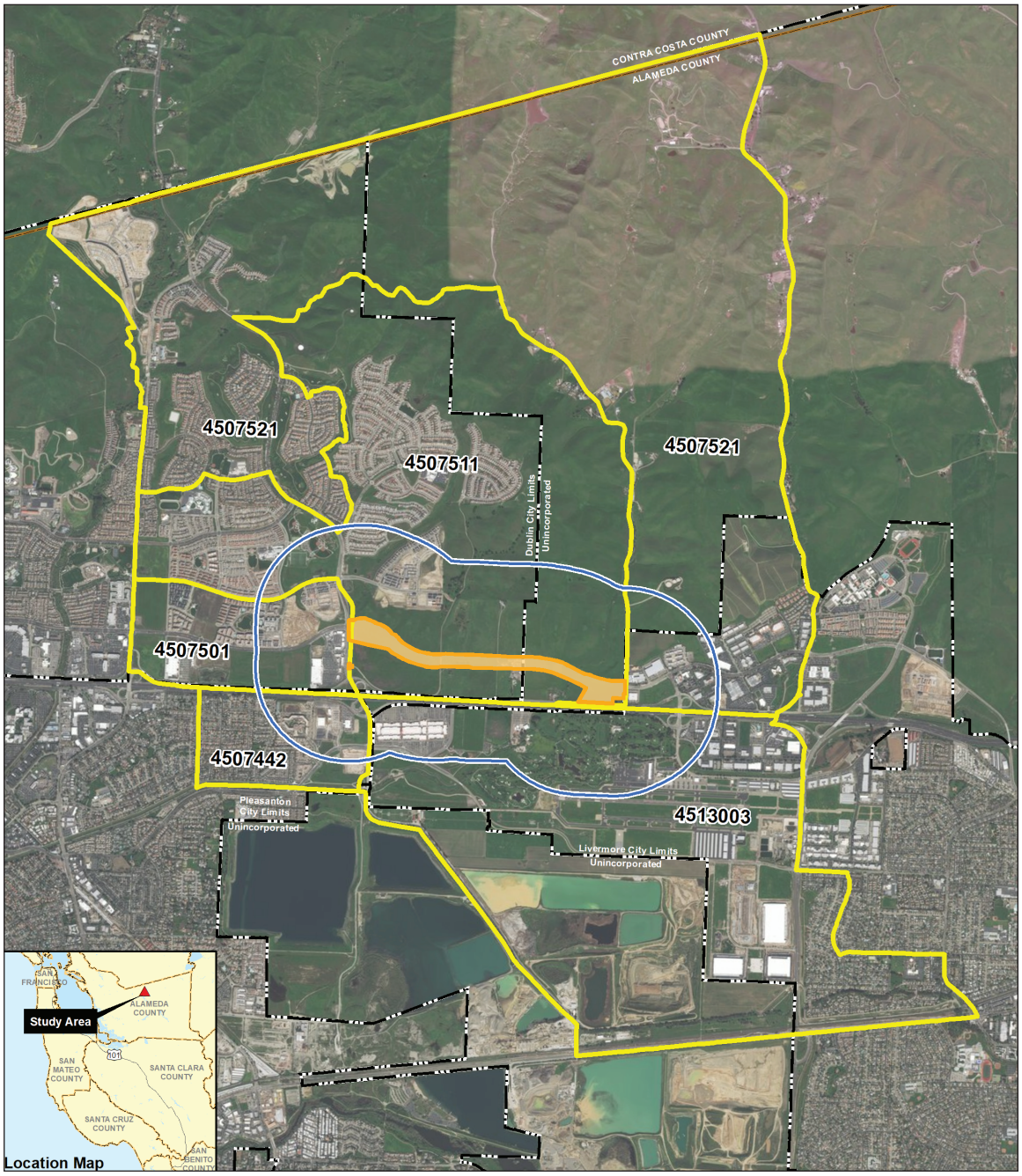
4. For the analysis of effects related to specific demographics and environmental justice communities, the study area is defined by census tract blocks from the U.S. Census that encompass or are within 0.5 mile radius to the project limits.

   The census study area for the project encompasses five block groups and five census tracts, as shown in **Table 1. Figure 2** shows the boundaries for each block group within the study area. While the study area is predominantly located in Dublin, portions of several Block Groups are located in Pleasanton, Livermore, and unincorporated Alameda County. Dublin represents approximately 83 percent of the census block groups within the study area.

1.3.2 LAND USE PROFILE METHODOLOGY

The plans and policy review also included the examination of current and expected development trends. Plans and policy documents that were reviewed include:

- Association of Bay Area Governments, 2013. *Plan Bay Area*. Includes regional transportation plan for the nine San Francisco Bay Area (Bay Area) counties; successor to Change in Motion: Transportation 2035, 2009.



Legend

- 0.5- Mile Study Area
- City Boundary
- Census Block Group - 2016
- Project Limits

N

0 1,500 3,000 6,000
FEET

Census Block

Figure 7

Source: Geographic Information System

Table 1 Study Area Census Tracts and Block Groups – 2016

U.S. Census Tract	U.S. Census Block Group
Census Tract 4507.44	Block Group 2
Census Tract 4507.50	Block Group 1
Census Tract 4507.51	Block Group 1
Census Tract 4507.52	Block Group 1
Census Tract 4513	Block Group 3

Source: U.S. Census, 2016

- Alameda County Transportation Commission, 2016. *Alameda Countywide Transportation Plan* (CTP). The CTP is a long-range policy document that serves as a guide for future transportation projects, programs, policies, and advocacy for all of Alameda County through 2040.
- Alameda County Community Development Agency Planning Department, 2000. *East County Area Plan: A Portion of the Alameda County General Plan.* The plan is a statement of the County's intent concerning future development and resource conservation within East County.
- City of Dublin Community Development Department, 2016. *General Plan*. Adopted in 2016, the General Plan includes policies for the City's Planning Area and provides a policy framework for development decisions.
- City of Dublin Community Development Department, 2016. *Eastern Dublin Specific Plan*. The Plan includes detailed information on necessary infrastructure improvements and costs, and a strategy for insuring the Plan's implementation.
- City of Dublin, 2014. *Bicycle and Pedestrian Master Plan*. The Plan combines an update to the Dublin Bikeways Master Plan (2007) and Dublin's first Pedestrian Plan into a comprehensive document that provides policies, and additional associated plans.
- City of Livermore Planning Division, 2014. *City of Livermore General Plan*. The Plan is Livermore's fundamental land use and development policy, which shows how the Livermore will grow and conserve its resources.
- City of Pleasanton, 2009. *Pleasanton General Plan 2005-2025*. The Plan was last amended in 2015 and functions as Pleasanton's guide for addressing community-wide issues and physical, environmental, economic, and demographic changes to the community.

The relevant policies contained in these plans, such as growth and conservation, are described and detailed in **Chapter 2**(**Land Use**). Chapter 2 also examines the land use effects to the existing and proposed community and land use conditions as a result of project implementation.

1.3.3 COMMUNITY CHARACTER METHODOLOGY

Community character is discussed in terms of the community profile and the demographic profile. Information for the census block groups within the 0.5 mile study area (see **Section 1.3.1, Study Area**, and **Figure 2**) was used to generate the community profile.

Community Profile

The community profile was evaluated through site visits, extensive web literature research, review of planning documents, and community input received at the scoping meeting. Pertinent community and governmental websites were reviewed, combined with visual surveys of land uses, types of development, and circulation and access patterns. The CIA includes an analysis of potential project impacts to resources that contribute to characterizing the community profile and cohesion including public facilities and institutions, schools, and utilities and emergency services. Per the Caltrans CIA guidance, economic conditions and trends, described in *Chapter 4, Community Character*, were gathered from the U.S. Census and include income and employment sector information. **Demographic Profile**

The demographic profile describes the races, ethnicities, and populations existing within the study area. The demographic profile was used to establish the existing socioeconomic conditions of the study area. Although 2010 U.S. Census data was available, data for certain demographic characteristics on smaller geographic levels, including census tracts and block groups, were not available at the time this CIA was being prepared. As such, characteristics of the community, including population, housing, age, ethnicity, employment, poverty trends, and income were primarily derived from the U.S. Census Bureau's 2013-2017 American Community Survey (ACS) 5-year estimates. The ACS is an ongoing survey that uses a series of monthly samples to produce annually updated estimates for the same small areas formerly surveyed by the decennial census long-form sample.[4,5] The U.S. Census Bureau collects race and Hispanic origin information following the guidance of the U.S. Office of Management and Budget's (OMB) 1997 Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity. The 2013 Association of Bay Area Government's (ABAG) Projections, which is the basis for regional planning activities by Caltrans, was used for projecting future demographic conditions.[6]

[4] U.S. Census. 2014. Methodology. Access from: https://www.census.gov/programs-surveys/acs/methodology.html

[5] The U.S. Census measures poverty thresholds based on family income and accounting for family size, age, and composition. If a family's income is below the poverty threshold, they are considered to be living below the poverty level (U.S. Census, *How the Census Bureau Measures Poverty*).

[6] ABAG is the San Francisco Bay Area's Metropolitan Planning Organization responsible for making long-term forecasts or population, housing, and employment. Forecasts, or "Projections," are made every two years.

Race

Racial categories on the decennial census questionnaire reflect the social definition of race that is recognized in the U.S. The U.S. Census Bureau racial categories are as follows: White; Black or African American; Asian, American Indian and Alaska Native; Native Hawaiian or Other Pacific Islander; Some Other Races; and Two or More Races in combination. Race classifications are categorized as follows:[7]

- White: A person having origins in any of the original peoples of Europe, the Middle East, or North Africa.
- Black or African American: A person having origins in any of the Black racial groups of Africa.
- American Indian or Alaska Native: A person having origins in any of the original peoples of North and South America (including Central America) and who maintains tribal affiliation or community attachment.
- Asian: A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- Native Hawaiian or Other Pacific Islander: A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- "some other race" includes all other races not included in the race classifications above.
- "two or more races" includes Americans that selected a combination of races.

Ethnicity

The OMB requires federal agencies to use a minimum of two ethnicities in collecting and reporting data: "Hispanic or Latino" or "Not Hispanic or Latino". A person that selects Hispanic or Latino is a person of Cuban, Mexican, or any Spanish culture or origin, regardless of race.

Low-Income

The term "low-income" is defined in accordance with Executive Order No. 12898 (EO 12898) and agency guidance as a person with household median income at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. For 2018, this was $25,100 for a family of four. In 2010, the poverty threshold was $22,050 for a family of four.[8,9]

[7] U.S. Census. 2012. About Race. Available online: http://www.census.gov/population/race/about/. Last Accessed: July, 2018.
[8] U.S. Department of Health and Human Services. 2018. HHS Poverty Guidelines for 2018. Available Online: https://aspe.hhs.gov/poverty-guidelines. Last Accessed: June, 2018.
[9] U.S. Department of Health and Human Services. 2010. HHS Poverty Guidelines for 2010. Available online: https://aspe.hhs.gov/prior-hhs-poverty-guidelines-and-federal-register-references. Last Accessed: June, 2018.

Minority Groups

The Council on Environmental Quality (CEQ) has established definitions for NEPA analysis. Minority individuals are defined as members of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black; or Hispanic. Communities are generally considered to be environmental justice minority or low-income if they meet at least one of the following criteria:

- The low-income population is greater than 25 percent of the total population of the community, or minority population is greater than 50 percent of the total population of the community, or;
- The low-income or minority population is more than 10 percentage points higher than the City or County average.

1.3.4 COMMUNITY OUTREACH

The NEPA and CEQA process provides and encourages opportunities for interagency coordination and public involvement during scoping and public review of a draft environmental document. Additionally, public hearings on environmental documents are often held in addition to public meetings explicitly required by the statute, if a project is controversial or when otherwise requested (40 CFR 1506.6[c] and 23 CFR 771.119(b)). In preparing EAs, federal agencies must involve environmental agencies, applicants, and the public to the extent practicable (40 CFR Sec. 1501.4 [b]). The FHWA and Federal Transit Authority (FTA) define the "public" broadly as including all individuals or groups who are potentially affected by transportation decisions. This includes anyone who resides in, has interest in, or does business in a given area which may be affected by transportation decisions. The "public" includes both individuals and organized groups The Intermodal Surface Transportation Efficiency Act Of 1991 (ISTEA) specifically identifies various segments of the public and the transportation industry that must be given the opportunity to participate, including "citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation and other interested parties" (e.g., 23 USC 134[h]). 23 USC 139 requires: involvement of the public in defining the purpose and need of a project, involvement of the public in developing the range of alternatives for a project, the development of a public participation coordination plan.

1.4 **PROPOSED PROJECT**

This CIA is being conducted for the Dublin Boulevard Extension (Fallon Road to the Doolan Road/North Canyons Parkway intersection). The project would improve east-west roadway connectivity between the City of Dublin and the City of Livermore, and would improve mobility, multi-modal access, and efficiency for all roadway users. The project is needed to 1) provide complete streets and mutimodal access to facilities in both cities, 2) assist with the eastern build-out of Dublin, 3) as an indirect congestion reliever route for the I-580. The extension of Dublin Boulevard from Fallon Road to North Canyons Parkway is predominantly within the Dublin and the County jurisdictions with connections at North Canyons Parkway, adjacent to the City of Livermore.

The project alternatives include a Build Alternative and a No Build Alternative where the no build alternative would be the no-action option. The transportation projects listed in the No Build Alternate section would proceed without the extension of Dublin Boulevard in the project area.

1.4.1 BUILD ALTERNATIVE

The project would include the extension of Dublin Boulevard approximately 1.5 miles eastward through eastern Dublin and an unincorporated portion of the County (project) as defined above.

The roadway extension would start from the current terminus of Dublin Boulevard at the Dublin Boulevard/Fallon Road intersection in Dublin and would end at the Doolan Road/North Canyons Parkway intersection along the boundary of the County and Livermore. This roadway extension would provide four to six travel lanes and bicycle and pedestrian facilities (i.e., sidewalks and bike lanes). Beginning at Fallon Road, the roadway extension would have six travel lanes (three in each direction). Continuing eastward, the roadway extension would transition to four travel lanes (two in each direction) before or at the intersection with Croak Road. From Croak road to Doolan Road, the roadway extension would remain in the four lane configuration.

The permanent area needed for the project, including the roadway, sidewalks, intersections, and land acquired for right-of-way is estimated at 29 acres. Future ADT along the roadway extension is projected to be 17,000-19,000 vehicles per day.

1.4.1.1 DESIGN FEATURES OF THE BUILD ALTERNATIVE

Project design features and components are shown on **Figures 4a** and **b** and include (from west to east):

- Intersection improvements at Fallon Road (including the modification of the signalized intersection) and the elimination of the existing intersection of Croak Road and Fallon Road
- Grading and earthwork northeast of the Dublin Boulevard/Fallon Road intersection, including grading at the base of the Livermore Hills, to allow for the roadway extension, and more minor grading throughout the road alignment to meet engineering and safety requirements
- Abandonment of a north-south (frontage road) portion of Croak Road parallel to Fallon Road
- The addition of a ”T” shaped hammerhead turnaround at the new terminus of Croak Road adjacent to Fallon Road
- Removal of overhead utility lines between Fallon Road and Croak Road
- Creation of a new signalized intersection at the Dublin Boulevard extension and Croak Road
- Construction of a new bridge over Cottonwood Creek
- Construction staging and laydown between the extension and Collier Canyon Road, along Doolan Road

- Intersection improvements at Doolan Road and North/Canyons parkway, including the creation of a new signalized intersection
- The extension of underground utility lines into the project site, within the operational project footprint
- Construction of the new roadway, which would include a median, inside shoulder at some locations, vehicle travel lanes, street bicycle facilities, a parkway strip and separated sidewalk or a separated Class I bike path/MUP, lighting, and cut/fill embankments
- Retaining walls may be use in addition to, or as an alternative to, cut/fill embankments associated with roadway and hillside grading. If used, retaining walls would be placed outside of the sidewalk and path areas on either side of the roadway cross section, within the construction footprint and within the permanent right-of-way. Retaining walls would measure 3 feet to 10 feet in height and would generally require a smaller area of grading or ground disturbance in comparison to cut/fill slopes.

Each of these components is discussed in more detail below. Right-of-way acquisitions would be needed from multiple private property owners and are also detailed below. Ancillary facilities associated with the project include traffic signals, lighting, landscaping, irrigation, drainage, and stormwater treatment facilities.

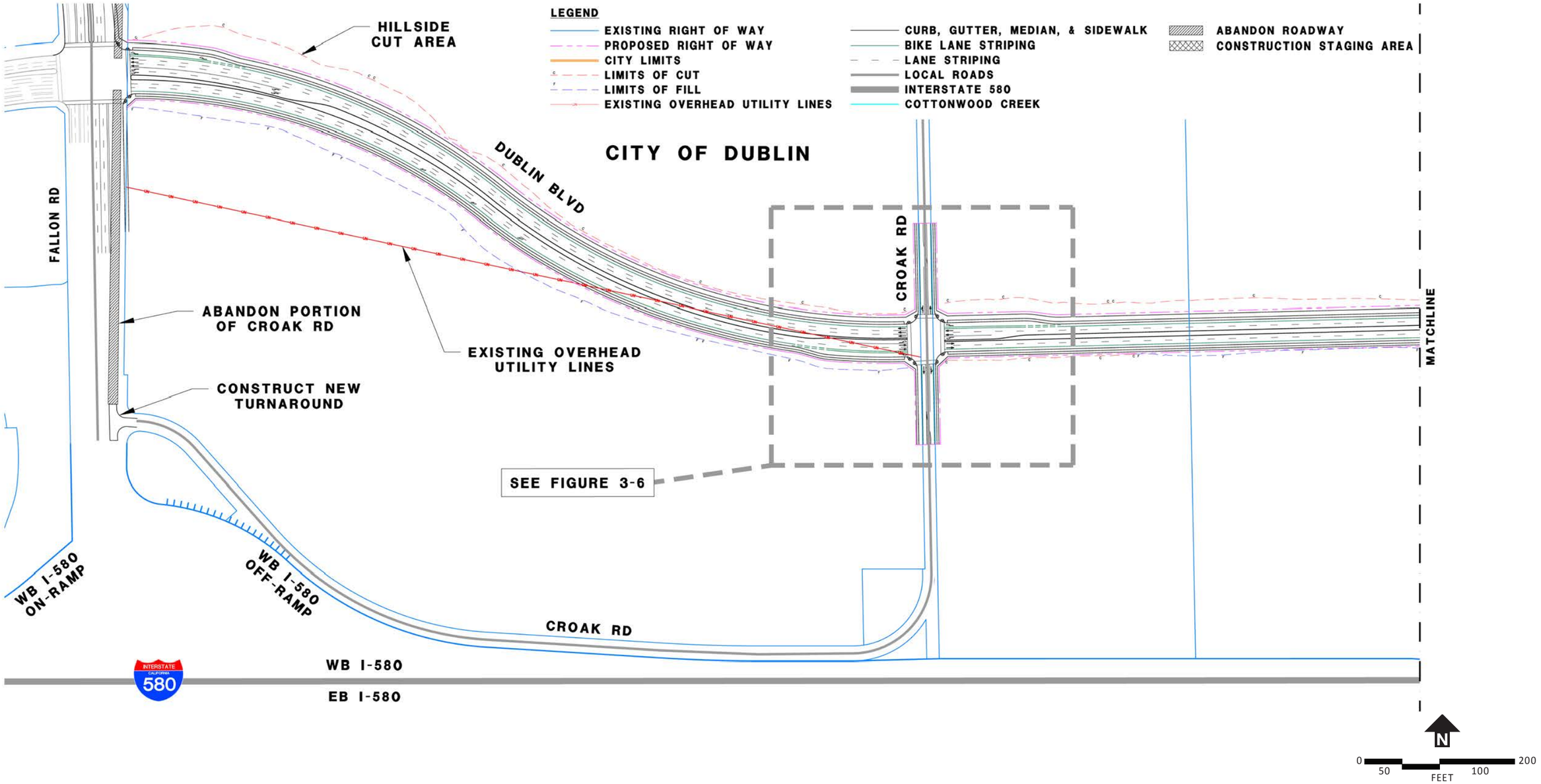
Intersection Improvements

The project would require the modification of two existing intersections and the creation of one new intersection. Assumptions for each intersection are described below from west to east. All intersection improvements are shown on **Figure 4** and **b**.

Modify Dublin Boulevard / Fallon Road Intersection

A new connection to the Dublin Boulevard/Fallon Road intersection would be constructed on the eastern side of the intersection. For the purposes of this analysis, it is assumed that lane restriping and traffic signal modifications planned on the western side of the intersection for the existing Dublin Boulevard/Fallon Road intersection as a part of the Kaiser Dublin Medical Center project would be implemented before construction of the Dublin Boulevard extension. These improvements may cover the western side of the intersection (Dublin Boulevard) and some of the south sides of the intersection (Fallon Road).

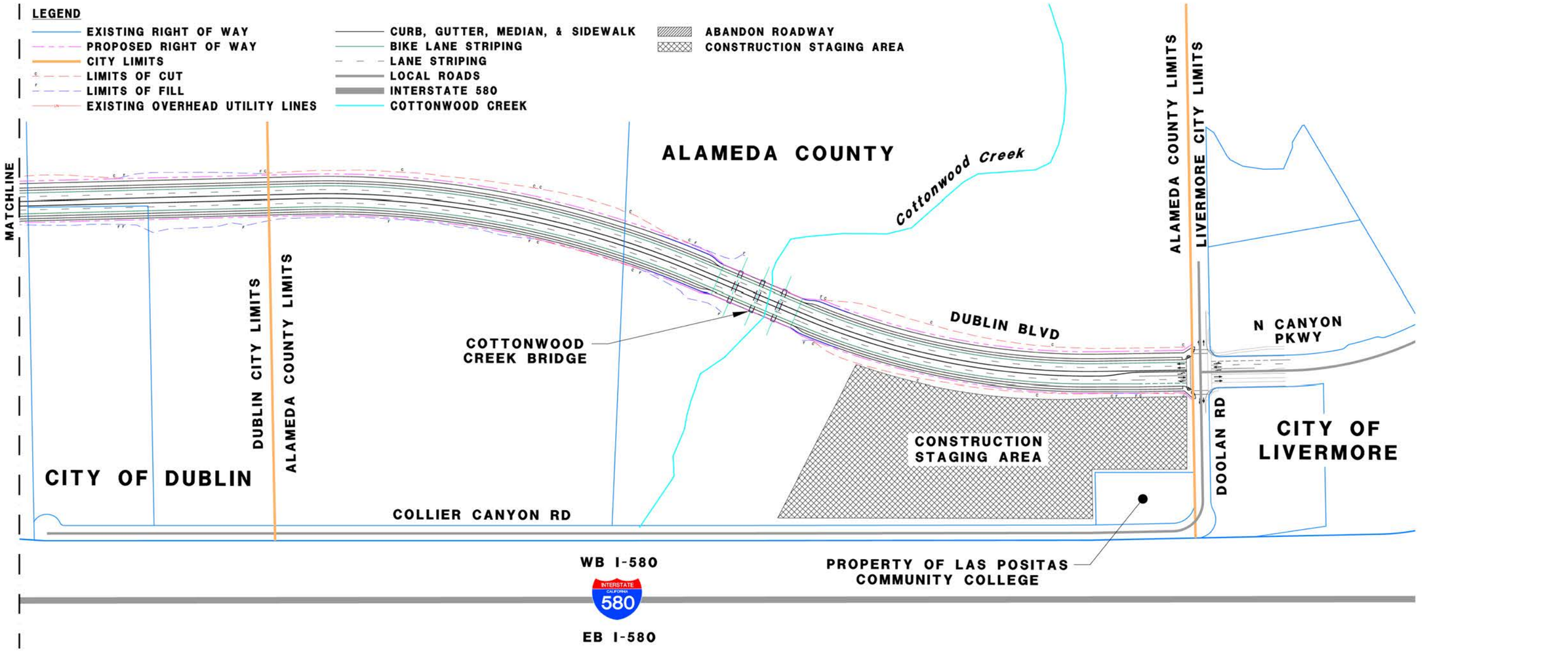
This Page Intentionally Left Blank



Proposed Improvements Figure 3a

Source: BKF, 2019

This Page Intentionally Left Blank

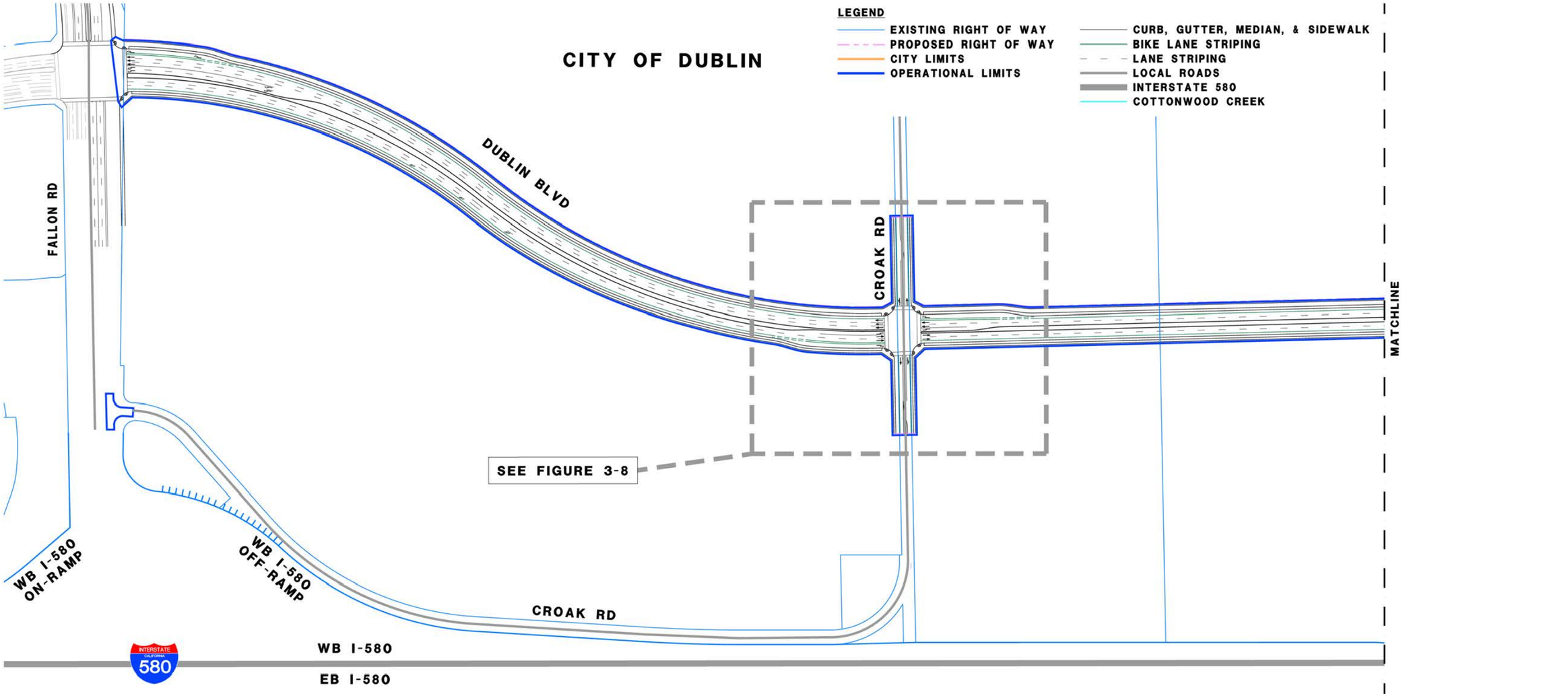


Proposed Improvements

Figure 3b

Source: BKF, 2019

This Page Intentionally Left Blank

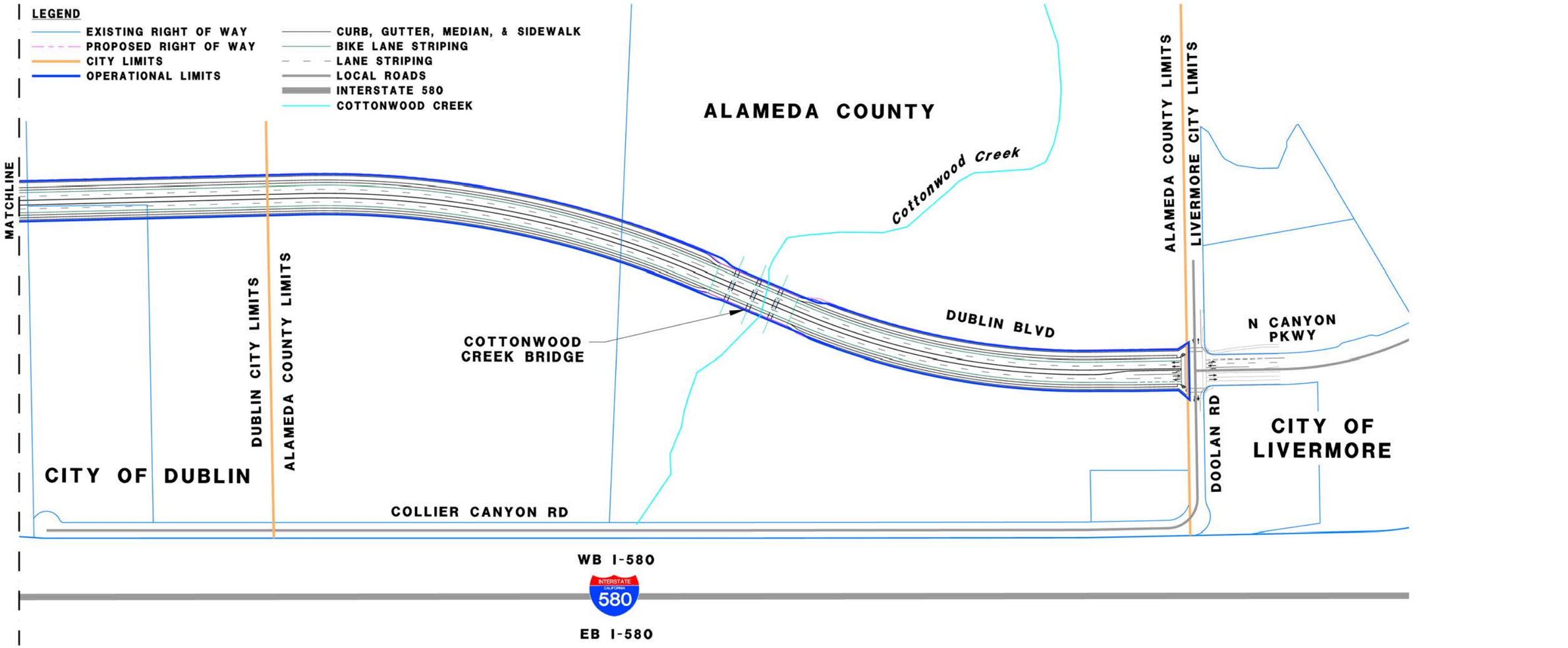


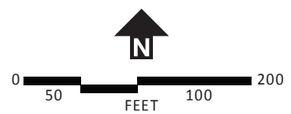
Project Operational Footprint

Figure 4a

Source: BKF, 2019

This Page Intentionally Left Blank





Project Operational Footprint

Figure 4b

Source: BKF, 2019

This Page Intentionally Left Blank

From the east, Dublin Boulevard would connect to Fallon Road with three eastbound travel lanes, three westbound travel lanes, two dedicated left turn lanes, and one dedicated right turn lane. The roadway connection would also include a center median dividing the eastbound and westbound lanes. New traffic signals and directional signage would be added to the intersection.

To allow for the extension of Dublin Boulevard, the existing north-south alignment of Croak Road parallel to Fallon Road would be abandoned, and the connection of Croak Road to Fallon Road at the Dublin Boulevard/Fallon Road intersection would be removed. The abandoned segment of Croak Road would be left in place and would likely be removed when Fallon Road is widened under a separate project or the properties located to the east are developed.

Since the intersection of Croak Road and Fallon Road would be eliminated and a portion of Croak Road abandoned, a new western terminus of Croak Road would be created. To allow continued use of Croak Road in this area, a new "T" shaped hammerhead turn around would be constructed, as shown on **Figures 3a** and **b**.

Create Dublin Boulevard / Croak Road Intersection

A new intersection would be created where the project intersects Croak Road in the generally undeveloped area east of Fallon Road. Currently, there is no intersection of Dublin Boulevard and Croak Road, or any other intersections with Croak Road in the immediate area. Croak Road is a two lane roadway in this area, running in the north-south direction.

Project improvements would create a four-way intersection, which will be signalized. From the west, Dublin Boulevard would connect to Croak Road with two eastbound travel lanes[10], three westbound travel lanes, one dedicated left turn lane, and one dedicated right turn lane. From the east, Dublin Boulevard would connect to Croak Road with two westbound and eastbound travel lanes, one dedicated left turn lane, and one dedicated right turn lane.

Croak Road would be modified at this intersection to have a shared right hand turn lane in the current travel lane on both sides of the intersection and one dedicated left turn lane on each side of the intersection. New traffic signals and directional signage would be added to the intersection.

Modify North Canyons Parkway / Doolan Road Intersection

A new connection to the Doolan Road/North Canyons Parkway intersection would be constructed on the western side of the intersection. The intersection is currently a three-way or "T" intersection, with North Canyons Parkway terminating at Doolan Road.

From the west, Dublin Boulevard would connect to Doolan Road/North Canyons Parkway with one eastbound travel lane, one eastbound lane with a shared right hand turn, one dedicated left turn lane, and two westbound travel lanes. The new roadway connection would also include a center median dividing the eastbound and westbound lanes. The eastern side of the existing intersection would be

[10] As described in section 1.3.2, eastbound Dublin Boulevard would narrow from three travel lanes to two travel lanes before intersecting Croak Road.

restriped to include two eastbound lanes, one westbound travel lane, one westbound lane with shared right hand turn, and one dedicated left turn lane. New traffic signals and directional signage would be added to the intersection.

Roadway Features

Starting from the centerline of the road, roadway features would typically include:

- Median areas will be paved, landscaped, or include post-construction stormwater treatment/hydromodification areas
- Inside (striped) shoulder
- Travel lanes
- Shoulder/minimum Class II (bike lane)
- Parkway strips will be paved, landscaped, or include post-construction stormwater treatment/hydromodification areas.
- Separated Class I bike path/multi-use pathway along the north side only
- Sidewalks along the south side only
- Outside landscape strips
- Cut/fill embankment areas will include 3:1 earthen-slopes that will include landscaping and/or erosion control
- Americans with Disabilities Act (ADA) compliant curb ramps and crosswalks at each of the three primary intersections

Culverts

Cross culverts would be installed under the roadway to allow existing drainage patterns to continue across the project area from north to south. Six culverts would be installed: one at the Dublin Boulevard/Fallon Road intersection, two between Fallon Road and Croak Road, and three between Croak Road and Doolan Road. Culvert design and sizing would be developed to ensure existing drainage is continued, and are anticipated to include 18-inch culverts and box culverts. Culverts may have open bottoms to keep native swales intact where feasible.

Cottonwood Creek Bridge

Cottonwood Creek is a perennial stream with a connection to groundwater that flows through the project area in a generally north-south direction, shown on **Figures 3a** and **b**. The project would cross Cottonwood Creek from west to east, involving construction of a new bridge, in part to minimize changes to the existing watercourse. The type of bridge structure and details would be determined during the design stage. However, preliminary engineering has identified a possible three-span option

requiring two piers and two abutment structures. The piers and other permanent structures, such as footings, would not be placed in the perennial stream limits of Cottonwood Creek. Construction of the bridge may require access within the perennial stream limits for temporary water diversion and/or dewatering.

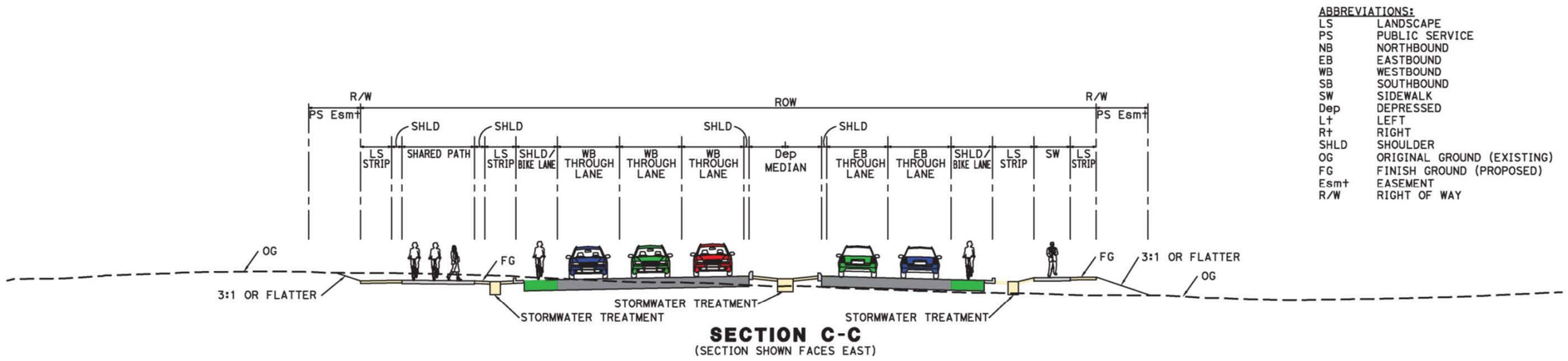
Bicycle and Pedestrian Facilities

The project would improve connectivity between Fallon Road and Doolan Road, where there are no pedestrian or bicycle facilities today.

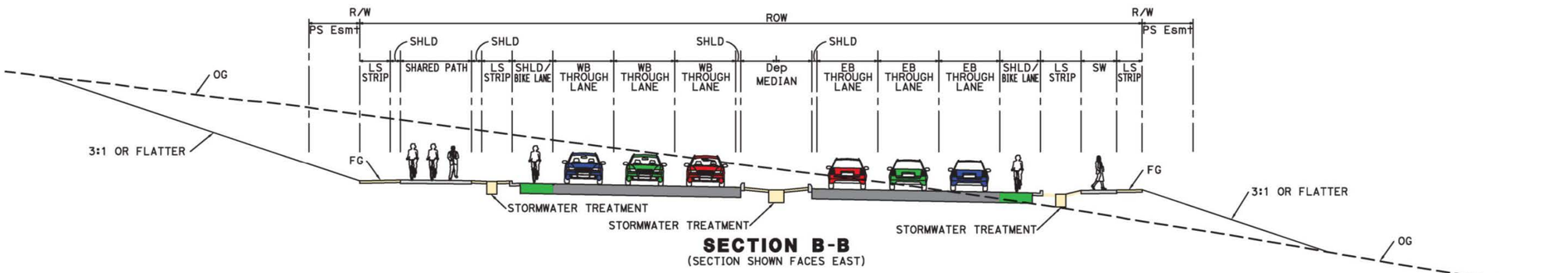
The project would include bicycle and pedestrian facilities along the entire length of the roadway extension. A Class I/multiuse pathway is proposed along the northern side of the roadway extension, a sidewalk along the southern side of the roadway extension and bike lane is proposed along the roadway itself in each direction. Bicycle facilities would be a minimum of Class II, Typical configurations of pedestrian and bicycle facilities throughout the roadway extension are shown on **Figure 5** and **Figure 6**. Pedestrian and bicycle facilities would be designed to meet current design standards.

Pedestrian and bicycle access to the roadway extension would be from the Dublin Boulevard/Fallon Road and Doolan Road/North Canyons Parkway intersections. These intersections currently do not have pedestrian crosswalks east to west. The project would include the addition of full pedestrian signals and crosswalks at both modified intersections and at the new intersection of Dublin Boulevard and Croak Road. Signal timing would be adjusted to provide sufficient time to accommodate both pedestrian and bicycle movements crossing the intersection. New bicycle and pedestrian connections along Dublin Boulevard would allow users to take a shorter, more direct route between Dublin and Livermore, avoiding the current route for bicycles and pedestrians which is approximately 5 miles long and crosses I-580 at two locations. This would indirectly create safer conditions for bicyclists and pedestrians.

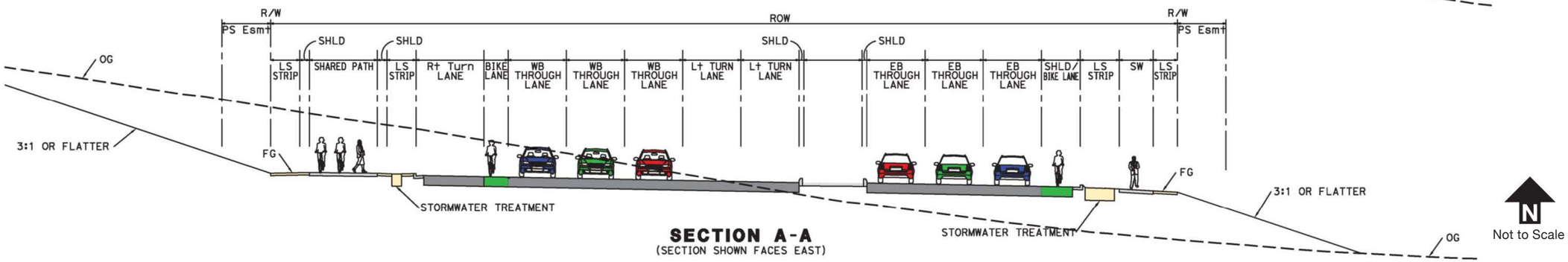
This Page Intentionally Left Blank



SECTION C-C
(SECTION SHOWN FACES EAST)



SECTION B-B
(SECTION SHOWN FACES EAST)



SECTION A-A
(SECTION SHOWN FACES EAST)

ABBREVIATIONS:

LS	LANDSCAPE
PS	PUBLIC SERVICE
NB	NORTHBOUND
EB	EASTBOUND
WB	WESTBOUND
SB	SOUTHBOUND
SW	SIDEWALK
Dep	DEPRESSED
L+	LEFT
R+	RIGHT
SHLD	SHOULDER
OG	ORIGINAL GROUND (EXISTING)
FG	FINISH GROUND (PROPOSED)
Esmt	EASEMENT
R/W	RIGHT OF WAY

N
Not to Scale

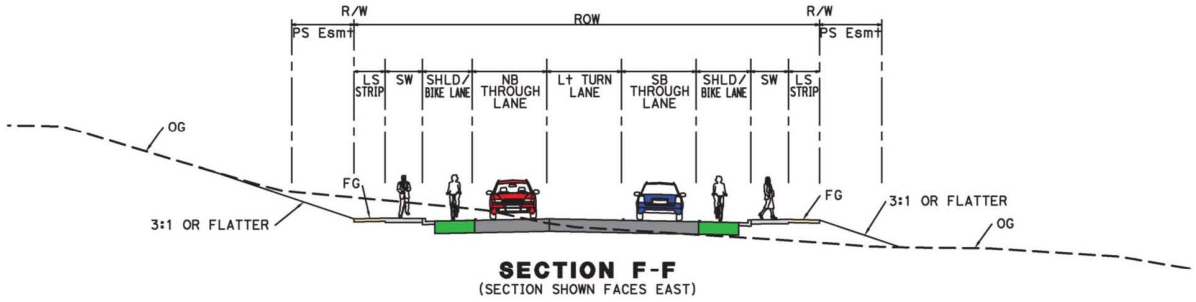
Typical Sections Figure 5

Source: BKF, 2019

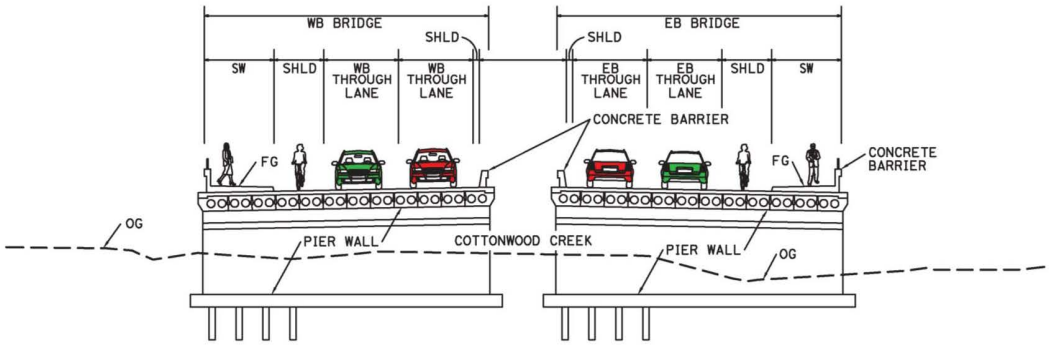
This Page Intentionally Left Blank

ABBREVIATIONS:

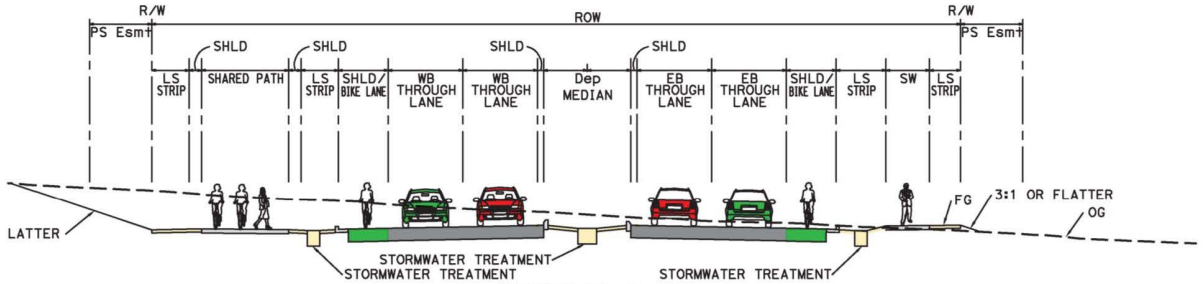
LS	LANDSCAPE
PS	PUBLIC SERVICE
NB	NORTHBOUND
EB	EASTBOUND
WB	WESTBOUND
SB	SOUTHBOUND
SW	SIDEWALK
Dep	DEPRESSED
L†	LEFT
R†	RIGHT
SHLD	SHOULDER
OG	ORIGINAL GROUND (EXISTING)
FG	FINISH GROUND (PROPOSED)
Esm†	EASEMENT
R/W	RIGHT OF WAY



SECTION F-F
(SECTION SHOWN FACES EAST)



SECTION E-E
(SECTION SHOWN FACES EAST)



SECTION D-D
(SECTION SHOWN FACES EAST)

N
Not to Scale

Typical Sections

Figure 6

Source: BKF, 2019

Transit Facilities

The primary goal of transit service in the project area is to increase ridership and reduce system inefficiencies. The project would provide a roadway connection on the north side of I-580, better connecting the cities of Dublin and Livermore and providing transit operators an alternative route to the north that avoids the heavy congestion on I-580 during peak commute periods. This would improve the efficiency of local transit routes, by reducing delay and reducing trip distance by providing a more direct route. The project would also provide the opportunity for transit connections to future development along the roadway extension. The project would be consistent with, and support the goals of, ACTC's Countywide Multimodal Arterial Plan and the Livermore Amador Valley Transit Authority (LAVTA) long- and short-term plans, including the Wheels Short Range Transit Plan for 2016 through 2025.

As development is implemented along the roadway extension, transit stops are anticipated to be added. Since the location of transit stops would be correlated with the location of major development, access roads, and curb cuts, the precise number and location of transit stops would be determined at a later time, as a part of individual development project approvals or under a separate project by the appropriate jurisdiction. The Dublin Boulevard extension project does not include specific transit facilities, but does not preclude their implementation.

The project design includes flexibility for implementation of future queue jumps to improve transit operations. A queue jump provides preference to transit vehicles by providing an additional approach lane or shared turning lane at the intersection. This lane is often restricted to transit vehicles only but may serve a dual purpose as a right turn lane. Once a transit vehicle is detected in these queue jump lanes, they receive signal priority reducing delay for the transit vehicle at the intersection. To accommodate queue jumps, the project has been designed with longer right turn lanes at the Dublin Boulevard/Fallon Road and future Dublin Boulevard/Croak Road intersections. These lanes can be converted to exclusive (or shared) transit queue jump lanes in the future based on the needs of the local transit agency.

Ancillary Project Components

Stormwater Treatment

The proposed permanent stormwater treatment facilities for the project would include biofiltration swales, and detention basins; locations may include the median, parkway strips, or at the base of the embankment(s). Biofiltration is a pollution control technique using living material (vegetation) and sub-surface media to capture sediment and pollutants from stormwater runoff. Biofiltration swales are vegetated ditches with a layer of imported biofiltration media/soil underneath and a layer of permeable material with an underdrain (perforated pipe) further below, where stormwater is directed in with a concentrated flow.

In locations where biofiltration would not sufficiently reduce stormwater flows off-site, detention basins would be proposed located at the base of the embankment areas. Detention basins temporarily

detain stormwater, letting sediment in the stormwater settle to the bottom of the basin, before discharging the water through an outlet. These facilities would provide stormwater storage and would regulate the discharge to the collecting water bodies.

The precise number, location, and design of detention basins have not yet been determined, and would be developed at a later stage of project design. For the purposes of this study, it was assumed that if the full hydromodification requirements cannot be meet through bioretention areas along the median and shoulders, supplemental storage can be explored on either side of the roadway in detention basins up to 50 feet from the edge of pavement. Alternatively, stormwater could be accommodated through oversized underground storm drain lines or underground storage vaults.

Safety Lighting

The project would include new lighting to provide roadway visibility for drivers during nighttime hours. Lighting would be provided along the roadway extension through typical streetlights, similar to those used throughout Dublin and the County meeting local photometric requirements. Street lights would be placed on both sides of the roadway extension at appropriate intervals and at all intersections. Typical light shielding or directional devices would be used as required under each jurisdiction's municipal code (as applicable) to reduce light pollution.

Utilities and Utility Easements

The following utility companies have known facilities adjacent to the project site:

- Dublin/San Ramon Services District (DSRSD):
- Pacific Gas and Electric (PG&E)
- AT&T
- Comcast/Cablecom

To provide electrical power and communications to the traffic signals, streetlights, and development areas along the project, electrical and communications conduits would be extended underground from existing sources along the roadway in a joint trench system. Extending electrical and communication conduit would require trenching and/or horizontal directional drilling to bring these services. Installation of pull boxes, controller cabinets, and service enclosures for electrical, communications, and/or fiber optic conduits would also be required.

Additionally, new underground water (potable) mains/services, recycled water mains/services, sewer mains/services, and storm drains would be provided along the roadway extension within the roadway operational footprint to provide utility access for future development.

Permanent utility easements may be required on private properties. Although the exact location and area of utility easements has not yet been determined, for the purposes of the EIR/EA it is anticipated to coincide with the permanent right-of-way acquisitions identified in **Table 2**.

The project would include the relocation of existing overhead electrical transmission lines that run diagonally from Fallon Road to Croak Road, as well as telephone poles along Croak Road (**Figures 3a** and **b**). This would include removal of wooden poles, telephone lines, and power lines, and undergrounding of the relocated facilities as part of the proposed utility joint trenching.

Landscaping

Ornamental landscaping would be installed along the roadway extension in accordance with policies and design guidelines outlined in Dublin's General Plan and the Eastern Dublin Specific Plan (EDSP). Final landscaping plans would be developed during the design stage. However, preliminary opportunities for landscaping have been identified along either side of the shared bicycle and pedestrian path along the north side of the project, along either side of the sidewalk along the south side of the project, and in center medians. Landscaping would likely coincide with biofiltration strips and biofiltration swales.

The EDSP requires the use of drought-resistant plants s within public right-of-way, including medians, and requires that highly invasive plant species that could out-compete native species and threaten wildlife habitat are not used in these areas. All new vegetation would be planted outside of the clear recovery zone or in accordance with current design standards.

Signage

New roadway signs would be installed along the roadway extension, primarily at intersections. New roadway signs may include posted speed limits and other regulatory signage, directional signs, and other informational signage. New signs are anticipated to be consistent with other signs found along Dublin Boulevard, North Canyons Parkway, and throughout the County.

Intelligent Transportation Systems (ITS)

The project would include high level Intelligent Transportation Systems (ITS) technology such as:

- Infrastructure to allow for the remote monitoring and active management of field devices
- Traffic signals which are interconnected and communicate information back to a central location, such as a traffic management center
- The inclusion of devices such as closed-circuit television cameras, adaptive signal timing controls, and/or transit signal priority controls which can be monitored and reacted to in real time from a central location
- Devices such as changeable message signs to actively inform drivers and influence traffic flow in real time from a central location
- Technologies which allow next-generation vehicles to communicate with roadway infrastructure in real time

All of the infrastructure, devices and technologies listed above would be installed within the public right-of-way described in **Section1.5.1 (Build Alternative)**.

Right-of-Way Requirements

The project would be constructed within generally undeveloped private property in Dublin and the County. Private property right-of-way acquisitions would not be required in Livermore. Right-of-way acquisitions would be needed from multiple private property owners, as shown in **Table 2**.

Table 2 Permanent Right-of-Way Acquisitions

Assessor's Parcel Number	Jurisdiction	Right-of-Way Acquisition square feet (sf)
985-0027-002	Dublin	470,000 sf
905-0001-006-03	Dublin	125,000 sf
905-0001-005-02	Dublin	100,000 sf
905-0001-004-04	Dublin	90,000 sf
905-0001-004-03	Dublin	20,000 sf
905-0001-003-02	County	160,000 sf
905-0001-001-02	County	250,000 sf

Source: BKF, 2018

No displacement of any existing residences or businesses would be required. Refer to **Section 4.4 (Relocations and Real Property Acquisition)**, for a complete discussion of acquisitions.

Construction

The project would be constructed along the alignment shown in **Figures 3a** and **b**, through largely undeveloped areas of Dublin and the County. To construct the project, an area larger than the permanent project footprint would be used for temporary access, construction staging, and equipment laydown. Additionally, grading work would occur beyond the limits of the operational project footprint. The project construction footprint is estimated to be 84 acres in size and is shown in **Figure 7**.

Construction Methods

Construction activities would include but are not limited to demolition, earthwork, paving, pile driving, concrete/rebar/formwork, utility trenching, and roadway striping.

Due to the topography of the site, project construction would require a large area of cut (excavation) and grading northeast of the Dublin Boulevard/Fallon Road intersection. At this location, there is an existing uphill slope with an average grade of 5:1 immediately north of the project. Based on the roadway profile conforming to Fallon Road, the addition of a roadway in this area would require grading outside of the roadway footprint to provide a level, safe roadbed and a finished grade that meets Dublin's engineering and safety standards. In lieu of the large area of cut in this and other project areas, retaining walls are an option during the design phase, and would result in a smaller footprint.

Throughout the roadway extension, grading would be required to provide a safe roadbed with a vertical geometry that meets Dublin and the County's engineering and safety standards. Under existing conditions, the grade changes along the proposed alignment – small hills and valleys – are too steep to safely and comfortably accommodate the roadway extension. Therefore, both cut and fill areas have been identified to create a generally more level area for the roadway extension. Grades for cut and fill slopes will be 3:1 or less wherever feasible.

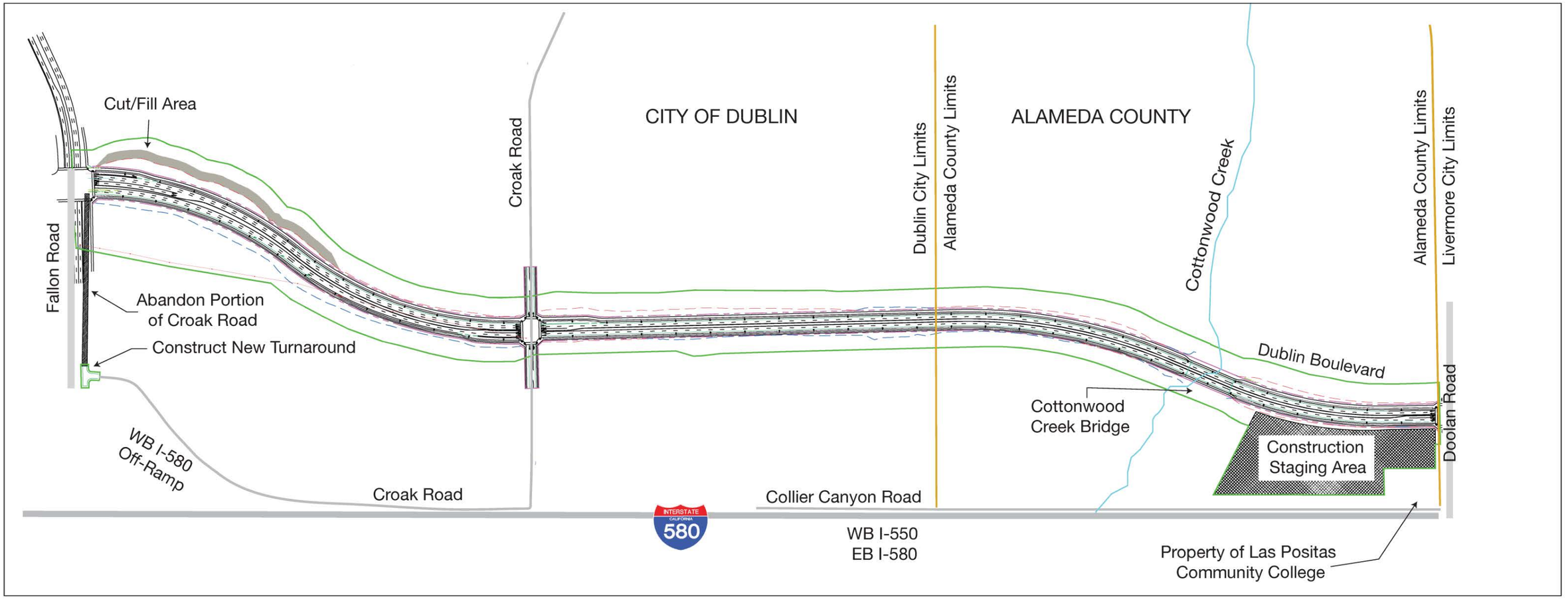
Due to the grading work described above, project construction is anticipated to generate approximately 95,000 cubic yards of soil and other demolition material that would be disposed of off-site. The project would require fill material in some locations, and it's anticipated that soil excavated elsewhere along the roadway extension could be used as fill material (provided it meets minimum geotechnical requirements/recommendations), reducing the amount of imported fill and total disposal amount to be hauled off-site. However, it's possible that some engineered fill may need to be imported. Therefore, appropriate construction disposal and borrow sites would be required and would be determined as part of the final design work. Generally, cut material is planned to be redistributed onsite to avoid offsite disposal and limit the amount of imported fill needed.

The project would require excavation ranging from 2 feet to 40 feet in depth. Construction activities anticipated for the project and their corresponding construction depths are listed in **Table 3**.

Staging and Temporary Construction Easements

Construction staging and equipment laydown areas would be required and have been identified on private parcels at the eastern end of the project site, south of the roadway extension and north of Collier Canyon Road (**Figures 3a** and **b**).

Construction access would be provided primarily from the existing intersections of Dublin Boulevard/Fallon Road and North Canyons Parkway/Doolan Road, along the proposed roadway alignment, and possibly from the adjacent local roadways including Croak Road, Doolan Road, and Collier Canyon Road. Depending on construction timing and phasing, the project could require a temporary road or detour while construction occurs at the Dublin Boulevard/Fallon Road and North Canyons Parkway/Doolan Road intersections. Temporary construction easements would be required on seven private properties, identified in **Table 4**.



Legend

- Existing Right of Way
- Proposed Right of Way
- Limits of Cut Grading
- Limits of Fill Grading
- Electric Overhead Utility
- City Limits
- Curb, Gutter, Median, & Sidewalk
- Lane Striping
- Interstate 580
- Local Roads
- Construction Limits
- Cottonwood Creek
- Abandon Roadway
- Construction Staging Area

N

0 50 100 200 FEET

Project Construction Footprint

Figure 7

Source: BKF, 2018

This Page Intentionally Left Blank

Table 3 Anticipated Construction Activities and Depth of Excavation

Activity	Typical Depth feet (‘)
Roadway/Pavement construction, Tree planting, installation of Roadway Sign Posts	2’-5’
Cut/Fill for roadway	0’-20’
Traffic Signal	5’-13’
Utility Installation (water, gas, electric, telecommunications, street lighting, irrigation, and traffic signal wiring)	2’-5’
Sewer (manholes and main lines)	5’-40’
Electrolier (Streetlight)	5’-10’
Bridge Piles	100’
Culverts and Storm drain Inlets	3’ to 40’
Grading of construction staging and laydown area	1’-2’

Source: BKF, 2018

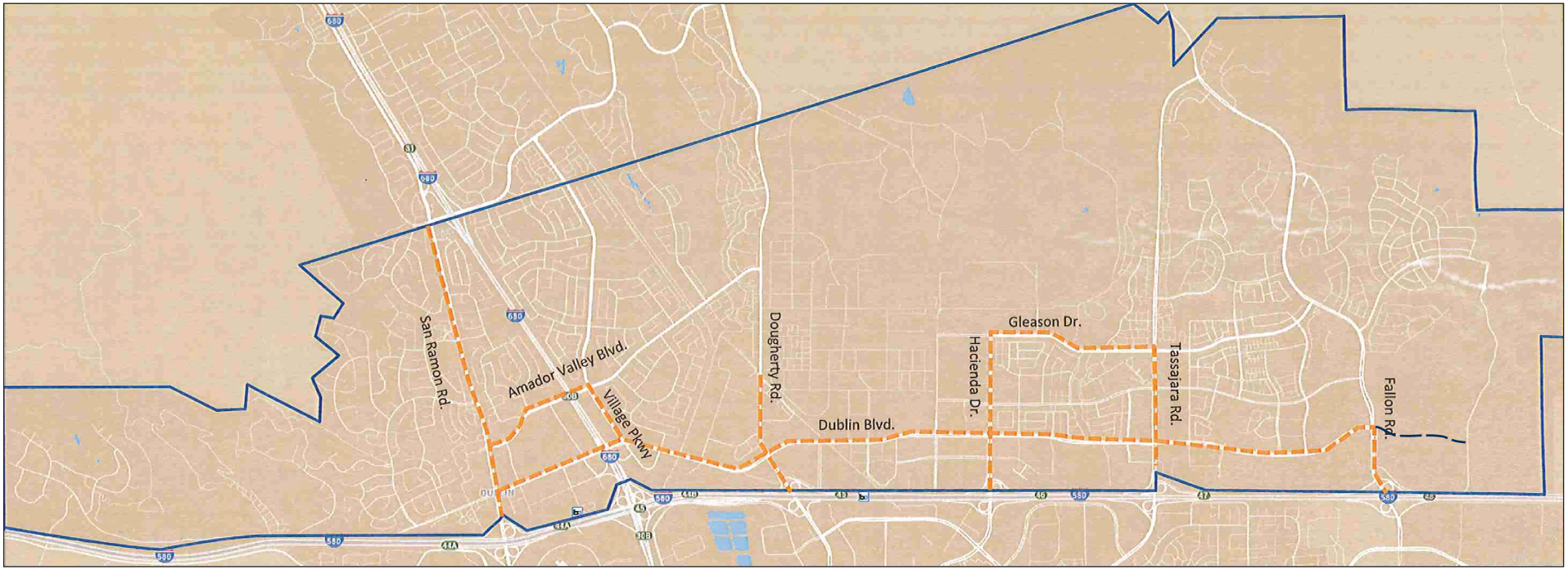
Table 4 Temporary Construction Easements

Assessor’s Parcel Number	Temporary Construction Easement Area Square Feet (sf)
985-0027-002	65,000 sf
905-0001-006-03	25,000 sf
905-0001-005-02	16,000 sf
905-0001-004-04	15,000 sf
905-0001-004-03	5,000 sf
905-0001-003-02	25,000 sf
905-0001-001-02	500,000 sf (Including laydown/staging area)

Source: BKF, 2018

Construction Vehicles and Construction-Period Traffic

During construction, vehicles and equipment would need to travel to and from the project site. This would include the movement of large trucks, concrete mixers, and heavy construction equipment. Both Dublin and Livermore have existing approved truck routes within their jurisdictions, and it is anticipated that construction vehicles would use these existing routes to travel to and from the project site. Approved truck routes are shown in **Figure 8** and **Figure 9**.



Legend

- Truck Routes
- City Limits
- Project Alignment

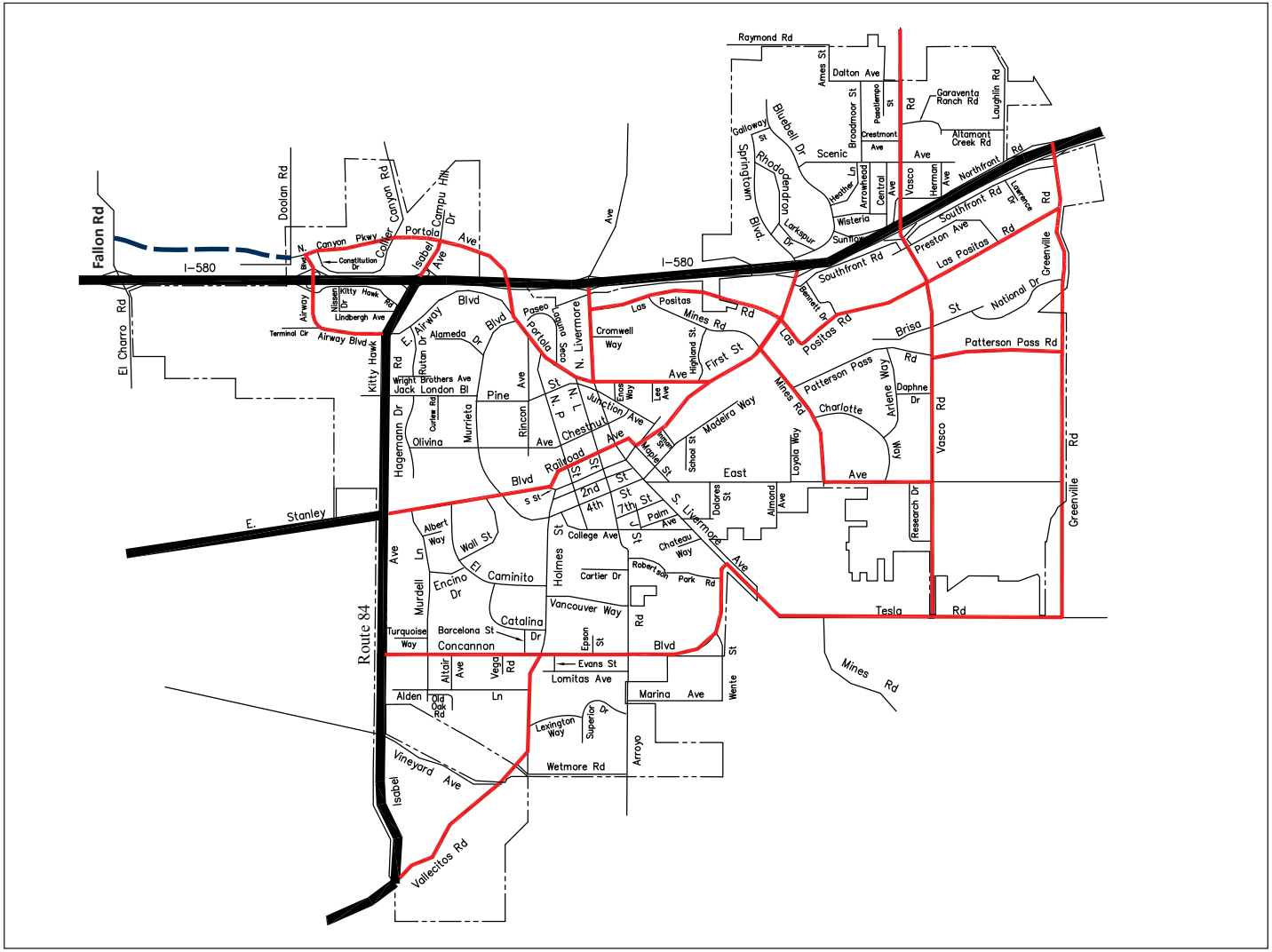
N

Not to Scale

Dublin Truck Routes

Figure 8

Source: City of Dublin, 2014



Legend

- Livermore Approved Local Truck Routes
- Major/Regional Truck Routes
- Project Alignment

N

Not to Scale

Livermore Truck Routes

Figure 9

Source: City of Livermore, 2014

Construction of the project may require temporary roadway closures and detouring at Fallon Road and Doolan Road, which would be planned for in a Transportation Management Plan (TMP). The TMP would include press releases to notify and inform motorists, property owners, business community groups, local entities, emergency services, and elected officials of upcoming road closures and detours.

Transportation System Management and Transportation Demand Management Alternatives

System management strategies increase the efficiency of existing transportation facilities without increasing the number of through lanes. Examples of transportation system management (TSM) strategies include ramp metering, auxiliary lanes, turning lanes, reversible lanes and traffic signal coordination. TSM also encourages a unified urban transportation system that integrates multiple forms of transportation modes such as pedestrian, bicycle, automobile, rail, ferry, and mass transit. Although TSM measures alone could not satisfy the purpose and need of the project, the following TSM measure has been incorporated into this project:

- Provide a complete streets connection between Dublin and Livermore, including access for bus transit, dedicated bicycle lanes, and pedestrian facilities
- Provide the opportunity for future conversion of dedicated turning lanes into shared turning lanes with queue jumps for buses

There are several transportation demand management (TDM) strategies within the San Francisco Bay Area that are used to reduce the number of vehicle trips within the I-580 corridor. Rideshare offers carpoolers reduced bridge tolls as well as access to carpool lanes.

There are also vanpools for larger groups of commuters. TDM may also involve the provision of contract funds to regional agencies that are actively promoting ridesharing, maintaining rideshare databases, and providing limited rideshare services to employers and individuals. Increased vehicle occupancy reduces traffic volumes during peak commuting periods; however, without the construction of the improvements described above, successful implementation of a TDM alternative would not substantially improve the safety and operation of the freeway. TDM alternative by itself would not satisfy the purpose of the project.

1.4.2 NO-BUILD ALTERNATIVE

Under the No Build Alternative, none of the project features described under the project would be constructed. Dublin Boulevard and North Canyons Parkway would continue to operate unconnected in their current configurations.

Under the No Build Alternative, the planned and approved land use developments described in **Table 5** may be implemented by local agencies or under other projects (see the cumulative analysis section under each environmental topic in **Chapter 2** for a detailed discussion). The No Build Alternative

includes the potential for these improvements to be implemented through design year 2040. The No Build Alternative is the baseline for comparing environmental impacts under the National Environmental Policy Act (NEPA).[11]

Table 5 Planned and Approved Projects

Project	Description	Status and Timing
Dublin		
Grand View Project	Mixed-use development on 122 acres, including residential, retail, dining, hotel, fitness, office, and private recreational uses.	Under Review
Alameda County		
None		
Livermore		
1000 Airway Boulevard	Demolish existing hotel and construct two new hotels, one containing 122 guest rooms and one containing 119 guest rooms	Approved
2000 Freisman Road	Up to 244,152 square feet of new retail, restaurant, hotel, and auto dealership uses	Under Construction
5200 Wolf House Drive (2000 Freisman Road)	New hotel with 122 guest rooms	Approved
5400 Wolf House Drive (2000 Freisman Road)	New hotel with 104 guest rooms	Approved

Sources: Dublin, 2018, Livermore, 2018, County, 2018

2025 No Project

The following assumptions are the baseline for the 2025 No Build scenario:

- ABAG Plan Bay Area buildout (2025) along the project corridor in Dublin and the County: 321 new housing units and 419 new jobs
- General Plan zoning development (2025) in Dublin outside of the project corridor
- General Plan zoning development (2025) in Livermore
- BART to Livermore: non-rail alternative

[11] Under the California Environmental Quality Act (CEQA), the baseline for environmental impact analysis consists of the existing conditions at the time the Notice of Preparation (NOP) or at the time the environmental studies began. Near-term impacts (2020) and long-term impacts (2040) are also considered under CEQA; similar to the No-Build baseline used for NEPA.

- Kaiser Dublin Medical Center – medical office building, 220,000 square feet/4,000 jobs
- Fallon Road Improvements: intersection improvements as described in the Kaiser Dublin Medical Center EIR

2040 No Project

The following assumptions are the baseline for the 2040 No Build scenario:

- General Plan buildout along the project corridor (includes Eastern Dublin Specific Plan and Fallon Village): 599 new housing units and new 8,544 jobs
- ABAG Plan Bay Area buildout (2040) in Dublin outside of the project corridor
- General Plan zoning development (2040) in Livermore
- BART to Livermore: non-rail alternative[12]
- Kaiser Dublin Medical Center – medical office/commercial building, 450,000 square feet/9,500 jobs
- Fallon Road Improvements: intersection improvements as described in the General Plan EIR and Fallon Gateway documents

[12] In May 2018, the BART Board of Directors voted not to move forward with the BART to Livermore project at this time. Information on the BART scenario used for baseline conditions in this analysis is retained to disclose that conservative assumptions were used. The non-rail alternative for the BART to Livermore Extension was selected for baseline conditions as it provides the most conservative option for future traffic and land use conditions.

2.0 Land Use

2.1 EXISTING AND FUTURE LAND USE

2.1.1 AFFECTED ENVIRONMENT

Existing Land Uses

The study area, between Fallon Road and Doolan Road, primarily consists of undeveloped grazing ranchland and open space, with intermittent rural development such as private paved and unpaved roads, fences, barns, corrals, wells, water tanks, single-family homes and various outbuildings. Single-family home properties associated large plots of grazing ranchland are located off of Croak Road, Collier Canyon Road, and North Canyons Parkway. The largest developed property is a large farm complex and associated parking lot, located in the center of the study area. Dense residential communities are located along Fallon Road, northwest of Dublin Boulevard and northeast of Central Parkway. The Fallon Gateway shopping center is located southwest of the Fallon Road/Dublin Boulevard intersection. The areas east of Doolan Road and south of I-580 are primarily commercial and industrial developments.

The topography of the direct and indirect impact study area ranges from relatively flat at the southern portion near I-580, to gently rolling hills to the north. The topography slopes slightly southward, and Cottonwood Creek drains from north to west across part of the study area.

A small number of trees exist beyond those planted around existing homesteads and scattered in the drainages. Tree species include willows and valley oaks (*Quercus lobate*). Valley oaks in the project area along Cottonwood Creek are very large, up to 4.8 feet diameter-at-breast-height (DBH). Several patches of ornamental trees, primarily eucalyptus, occur near fence lines and buildings in the study area.

Designated Land Uses

Figures 3a and **b** illustrates the general plan land use designations established for the direct and indirect impact study area by the County, Dublin, and Livermore. Within Dublin's city limits, land use designations north of I-580 include commercial, industrial, residential, and open space. The portion of the study area within unincorporated Alameda County is designated as Resource Management; which allows for land uses including parks, trailways, and recreation areas. One property in the northwest quadrant of Doolan Road and I-580 is designated as agricultural; however, there are no formal farmlands, only grazing ranchlands, within the study area, as further described in **Section 2.6 (Farmlands/Timberlands)**. The area east of Doolan Road, within Livermore's city limits is designated as Business Commercial Park.

Legend

Project Alignment

- Single-Family Residential
- Medium Density Residential
- Medium/High-Density Residential
- General Commercial
- General Commerical/Campus Office
- Industrial Park
- Business Commercial Park
- Open Space
- Resource Management
- Hillside Conservation
- Parks/Public Recreation
- Semi-Public
- Public/Semi-Public
- Large Parcel Argiculture

N

0 0.1 0.2 0.4
MILE

General Plan Land Use

Figure 10

Source: City of Dublin, 2016; City of Livermore, 2014; Alameda County, 2000

Planned Developments

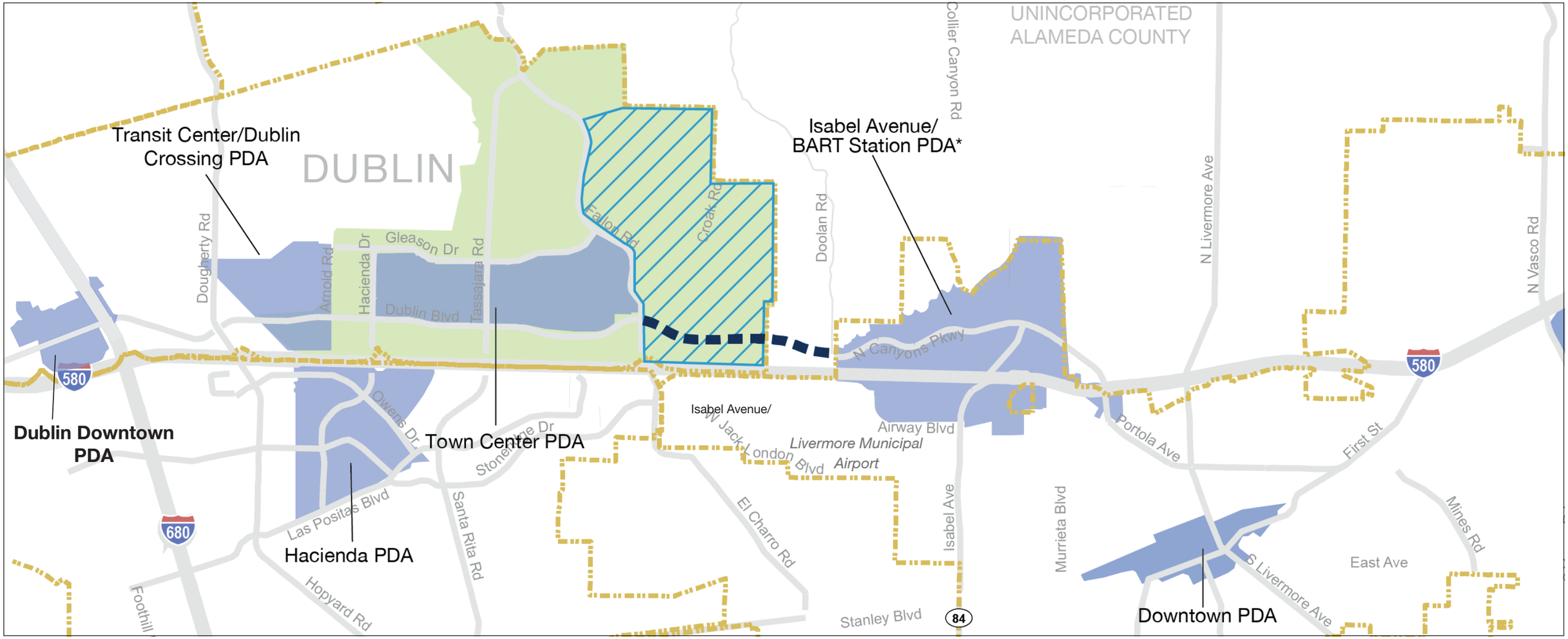
According to Plan Bay Area 2040, the County includes 43 locally adopted Planned Development Areas (PDAs). **Figure 11** shows PDAs relative to the project study area. Two of the PDAs are within the project study area: Dublin Town Center, and Isabel Avenue/BART Station. Dublin Town Center is located between Fallon Road on the East and Hacienda Drive on the West. The Town Center would include walkable areas with locally serving businesses within walking distance or a short ride from residential neighborhoods, conveniently served by transit.

The Isabel Avenue/BART Station PDA was created in support of the BART to Livermore Extension Project and is located between North Canyons Parkway on the west and Portola Avenue, south of I-580.In May 2018, the BART Board of Directors voted not to move forward with the BART to Livermore project at this time, therefore, implementation of planned development in the Isabel Avenue/BART Station PDA is now uncertain..

Dublin is further divided into four planning areas: Eastern Extended Planning Area (EEPA), Primary Planning Area, Western Extended Planning Area, and Dublin Crossing Planning Area. The direct and indirect impact study area is located in the EEPA and is not adjacent or within proximity of the three other planning areas. As such, the three other planning areas are not analyzed in this report. The EEPA extends from Dublin's eastern City Limit to Iron Horse Regional Trail and Dublin Boulevard heading west. The EEPA is subject to Urban Limit Lines and is also part of a Development Elevation Cap as a long-term commitment by the City of Dublin to manage growth within the area. The following are descriptions of anticipated large-scale planned developments in the planning area. **Table 6** provides a list of all approved planned developments in Dublin.

Livermore's General Plan defines the city's Planning Area as the portion of land that extends up to 4 miles beyond the city limit to the north and south. While the Planning Area does not give the city any regulatory power, it signals to the County and to other nearby local and regional authorities that Livermore recognizes that development within this area has an impact on the future of the city. The unincorporated portion of the Livermore Planning Area will remain under the jurisdiction of the County. Based on correspondence with the County in April 2018, there is no planned development in the project area vicinity.

This Page Intentionally Left Blank



Legend

Proposed

- Project Alignment

Regulatory Boundaries

- Priority Development Areas
- Eastern Dublin Specific Plan
- Municipal Boundaries
- Fallon Village Site

N

0 0.5 1 2 MILE

Planning Areas

Figure 11

Source: Circlepoint, 2018

This Page Intentionally Left Blank

Table 6 Planned Developments

Name	Planning Area	Size (Acres)	Proposed Uses	Status
Fallon Village	Eastern Extended	1,132	Residential and non-residential	Partially constructed and partially under construction
Grafton Plaza – Aloft Hotel	Eastern Extended	2	Campus Office/Mixed-Use	Currently under construction
Grafton Plaza – Commercial	Eastern Extended	3.63	Campus Office/Mixed-Use	Site development review permit to be reviewed
Grafton Plaza – Residential	Eastern Extended	6.55	Campus Office/Mixed-Use	Currently under construction
Irongate	Eastern Extended	64	Medium Density Residential, Medium high Density Residential, Rural Residential/Agricultural, Stream Corridor, Neighborhood Park	Neighborhoods 4,5, and 6 are currently under construction
Jordan Ranch Project	Eastern Extended	10.1	Medium Density Residential	Currently under construction
Kaiser Dublin Medical Center	Eastern Extended	58	Campus Office	Currently under construction
Moller Ranch/Tassajara Hills	Eastern Extended	80	Single Family Residential & Semi-Public	Currently under construction
The Dublin Gateway Medical Center	Eastern Extended	7.1	Campus Office	Construction of Phase 2 is unknown at this time
Town Center Commercial	Eastern Extended	101	Commercial Core and two Residential neighborhoods	Currently under construction
Town Center Residential	Eastern Extended	604	Commercial Core and two Residential neighborhoods	Currently under construction
Wallice Ranch	Eastern Extended	15.4	Single Family Residential	Currently under construction
Zeiss Innovation Center	Eastern Extended	11.36	Campus Office	Recently approved

Source: City of Dublin Website, 2018. Available at: https://www.dublin.ca.gov/174/Development-Activity. Accessed July 16, 2018.

Eastern Extended Planning Area

The study area discussed in this section refers to the direct and indirect impact study area established in Section 1.3.1 (Study Area)

Fallon Village is a development project that contains approximately 1,132 acres of land located in the Eastern Dublin area, bound by I-580 to the south, Fallon Road and the Dublin Ranch development to the west, and the easterly Dublin city limit line abutted to the City of Livermore to the east. The study area overlaps the southern portion of the project (see **Figure 11).** The Stage 1 Planned Development includes a total of 3,108 dwellings, 2,503,175 square feet of non-residential development, and an Open Space corridor.[13] A Stage 2 Development Plan for the northerly 486 acres of the planning area included in the Fallon Village Draft SEIR. The Development Plan includes development of 1.078 dwellings on the northerly portion of the planning area along with an elementary school, parks, open space areas and a roadway. Additionally, Fallon Village Center is planned around the vicinity of the Central Parkway and Croak Road T-intersection, which is located within distance of the project site. A gateway entry feature is planned at the northeast corner of Fallon Road and "Main Street."[14].

Grafton Plaza is a planned mixed-use residential and commercial development located approximately 4 miles west of the study area on Grafton Street and Dublin Boulevard. This mixed-use project will consist of 115 residential townhomes, 127 room hotel, and up to 55,000 square feet of future retail commercial.

Irongate is a residential development that will consist of six neighborhoods, and include 330 single-family homes and 107 multi-family units. Neighborhoods 1, 2, 3, 4, and 5 will include the single-family homes on small and mid-size lots within the 38 acres designated as Medium Density Residential (6.1 to 14 units per acre). Neighborhood 6 includes 107 condominium townhomes within 7.5 acres designated Medium-High Density Residential (14.1 to 25.0 units per acre) along Lockhart Street. The remainder of the development includes parks. The Irongate development is being constructed immediately west of the study area (see **Figures 4a** and **b**).

Jordan Ranch is a 189.4-acre residential development located along Central Parkway, between Fallon Road and Croak Road. The development includes up to 964 medium density residential dwellings located on three sites north and south of Central Parkway. All three sites are currently under construction. The development is located within the northwestern limits of the study area (see **Figures 4a** and **b**).

Kaiser Dublin Medical Center is a planned 1.2 million square feet of medical campus on the 58-acre site located adjacent to the west of the Fallon Gateway shopping center, south of Dublin Boulevard[15]. The medical campus is slated to be implemented in four phases. The first phase will consist of a three-

[13] City of Dublin. 2005. Draft Supplemental Environmental Impact Report.
[14] City of Dublin. 2016. Eastern Dublin Specific Plan.
[15] City of Dublin. 2016. Draft Environmental Impact Report Kaiser Dublin Medical Center Project.

story, 220,000 square foot facility that incudes urgent care, medical offices, and a radiation and oncology center. This first phase is slated to open in 2019. The project is located approximately 0.6 miles west of the study area.

Moller Ranch/Tassajara Hills is a planned Development Rezone for the 226.3-acre Moller Ranch project. The project will provide 80 acres available for 370 single-family detached homes. One hundred and thirty seven acres have been designated Rural Residential/Agricultural. The developments will include the following three neighborhoods: The Glen at Tassajara Hills, The Knolls at Tassajara Hills, and The Bluff at Tassajara Hills. The project would be located 2.4 miles northeast of the study area.

The Dublin Gateway Medical Center is a medical office campus that currently includes 120,000 square feet of medical offices. Phase 2 is slated to include either a 58,000 square foot medical office building or a 100-bed hospital along with a multi-level parking structure. The Medical Center would be located 1.3 miles west of the study area.

Town Center Commercial is a 101-acre commercial subarea. The subarea represents the commercial core for eastern Dublin and is intended to be a high density, pedestrian-oriented commercial, civic, and entertainment center for Dublin and the surrounding communities. In addition to the commercial center, the subarea will potentially contribute 604 acres of development, including 4,108 dwelling units, 10 parks, and 3 elementary schools. The development is located in the area bounded by Dublin Boulevard on the south, Fallon Road on the east, Gleason Drive on the north and Hacienda Drive on the west.

Wallis Ranch is a 184-acre residential development with 86.1 acres of the site devoted to residential, and the remaining site area devoted to permanent open space. There are eight individual residential neighborhoods. Additionally, there will be a 7.59-acre City park and a private community recreation center. The project is located 2.2 miles northwest of the study area.

Zeiss Innovation Center is a two-phased proposed project that will include two low-to-midrise (three-story and five-story) research and development buildings totaling 433,090 square feet. The project would be located 2.3 miles west of the study area.

2.1.2 ENVIRONMENTAL CONSEQUENCES

Dublin and Livermore have planned for new residential and non-residential developments that would increase access to housing and employment opportunities in the region. The majority of the direct and indirect impact study area within the Dublin city limits is designated as residential, commercial, and industrial land uses. The new roadway would help facilitate transportation needs for development of the designated land uses. The County land in the project study area is designated as Resource Management and Large Parcel Agriculture. The County's General Plan, East County Area Plan, includes the planned extension of Dublin Boulevard through this area. The roadway extension would travel through these areas to provide access between Dublin and Livermore, and would not directly or indirectly affect the existing land uses. As such, the Build Alternative would be compatible and consistent with existing and future land uses.

No-Build Alternative

Under the No-Build Alternative, no changes would be made to the local roadways within the study area. The No-Build Alternative does not preclude the construction of planned improvements by the local agencies, and would not present conflicts with the existing land uses or the land use designations.

2.1.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The Build Alternative would not result in impacts to existing and future land use. Therefore, no mitigation would be required.

2.2 CONSISTENCY WITH STATE, REGIONAL, AND LOCAL PLANS

Table 7 below summarizes the consistency of the project alternatives with the applicable adopted land use plans and programs to the project. The study area applied here is based on census tracts, as described in **Section 1.3.1 (Study Area)**, and therefore includes Pleasanton.

Table 7 Consistency with State, Regional, and Local Plans and Programs

Policy	Build Alternative	No-Build Alternative
Caltrans Complete Streets		
To ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of complete streets.	**Consistent.** The Build Alternative includes enhancements to a main arterial that would provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists.	**Consistent.** Under the No-Build Alternative, no changes to the existing roadway would occur.
Plan Bay Area		
Provides a Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area.	**Consistent.** The Build Alternative is listed in the MTC 2017 TIP and Plan Bay Area itself. The project would be part of the RTP that connects Dublin, Livermore, and Pleasanton.	**Consistent.** Under the No-Build Alternative, no changes to the existing roadway would occur.
Alameda County Tri-Valley Transportation Plan and Action Plan for Routes of Regional Significance		
Outlines a recommended package of vision statements, goals, policies, objectives, and actions for addressing transportation issues.	**Consistent** The Build Alternative is referenced as an intraregional route of regional significance in the Alameda County Tri-Valley Transportation Plan and Action Plan for Routes of Regional Significance. The project would be a part of the goals, objectives, and actions for addressing transportation issues.	**Consistent.** Under the No-Build Alternative, no changes to the existing roadway would occur.

Policy	Build Alternative	No-Build Alternative
Alameda Countywide Transportation Plan		
A guide for future transportation projects, programs, policies that establishes goals, describes solutions and investment strategies and how they meet the goals.	**Consistent** The project corridor is considered a potential future alignment for West Dublin BART – Livermore Altamont Corridor Express (ACE) service rail line. A future ACE rail alignment will be compatible with the Build Alternative.	**Consistent.** Under the No-Build Alternative, no changes to the existing roadway would occur.
BART to Livermore Extension Project Draft Environmental Impact Report		
Describes the potential environmental effects from the extended BART transit service 5.5 miles east into eastern Alameda County from the existing Dublin/Pleasanton BART station. The Extension would traverse through the cities of Dublin and Pleasanton to a proposed terminus station located at the Isabel Avenue/I-580 interchange in Livermore.	**Consistent** As part of the project, new and modified bus routes would connect the new Isabel Station to various nearby locations east of the BART station. The overall performance of these bus routes would be enhanced by new transit priority infrastructure, such as the Built Alternative.	**Consistent.** Under the No-Build Alternative, no changes to the existing roadway would occur.
City of Dublin General Plan, Circulation and Scenic Highways Element		
Promotes transportation options and independent mobility, increases community safety, encourages healthy, active living, reduces environmental impacts, minimizes impacts to climate change from vehicle emissions, and supports greater social interaction and community identity.	**Consistent** The City of Dublin General Plan lists the project as a six-lane roadway improvement on Dublin Boulevard between Fallon Road and Airway Boulevard. The Build Alternative proposes a 4 to 6-lane extension to connect these areas, as intended in the General Plan.	**Consistent.** Under the No-Build Alternative, no changes to the existing roadway would occur.
City of Livermore General Plan, Circulation Element		
Provides the policy framework for regulation and development of the transportation systems in Livermore.	**Consistent** The City of Livermore General Plan lists the project as a four-lane roadway extension from North Canyons Parkway. While the project includes a 6-lane segment of between Dublin Boulevard and Croak Road, the project would be consistent with purpose of the roadway as described in the General Plan.	**Consistent.** Under the No-Build Alternative, no changes to the existing roadway would occur.
City of Pleasanton General Plan, Circulation Element		
To preserve Pleasanton's character and encourage sustainable development. The	**Consistent** The City of Pleasanton General Plan identifies Dublin Boulevard	**Consistent.** Under the No-Build Alternative, no changes to the existing roadway

Policy	Build Alternative	No-Build Alternative
Circulation Element provides policies and maps that indicate the general location and extent of existing and proposed circulation routes and facilities.	and North Canyons Parkway as proposed local roadway improvements that would provide relief to the Pleasanton network. The Build Alternative plans to extend Dublin Boulevard and connect to North Canyons Parkway.	would occur.
Eastern Dublin Specific Plan		
A five-year effort to develop a planning framework for the future growth and development of approximately 3,300 acres in the largely unincorporated area of East Dublin.	**Consistent** The Eastern Dublin Specific Plan describes Dublin Boulevard as a connection to Central Dublin from North Canyons Parkway to accommodate local trips.	**Consistent.** Under the No-Build Alternative, no changes to the existing roadway would occur.

Source: Circlepoint, 2018

2.2.1 AFFECTED ENVIRONMENT

Caltrans Complete Streets Policy

A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs. Deputy Directive 64-R2, first signed in October 2008, and renewed in October of 2014, directs Caltrans to implement complete streets:

- Deputy Directive-64-R2: Caltrans provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System. The intent of this directive is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of complete streets.

Plan Bay Area

Plan Bay Area is the 2040 Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area. On July 18, 2013, the Plan Bay Area was jointly approved by ABAG Executive Board and by the MTC. Plan Bay Area includes the region's Sustainable Communities Strategy and the 2040 RTP. The RTP portion of Plan Bay Area provides a long-range road map to guide the Bay Area's transportation investments for a 25-year period. The project is listed in the MTC 2017 TIP (TIP identification number ALA150003, Fund Management System identification number 6046.00), as well as Plan Bay Area 2040 (identification number 17-01-0048).

Alameda County Tri-Valley Transportation Plan and Action Plan for Routes of Regional Significance

The Tri-Valley Transportation/Action Plan serves as a guide for transportation planning through 2040 and outlines a recommended package of vision statements, goals, policies, objectives, and actions for addressing transportation issues. The plan's Tri-Valley area includes Danville, San Ramon, Dublin, Pleasanton, Livermore, and unincorporated portions of Contra Costa County and the County. The project is referenced as an intraregional route of regional significance in the Tri-Valley Transportation/Action Plan.

Alameda Countywide Transportation Plan

CTP is a long-range policy document that serves as a guide for future transportation projects, programs, policies, and advocacy for all of the County through 2040. It addresses all parts of the County's transportation system, including capital, operating, and maintenance activities for all transportation modes. It begins with goals for the system, describes solutions and investment strategies and how they meet the goals. The project corridor is considered a potential future alignment for West Dublin BART – Livermore Altamont Corridor Express (ACE) service rail line. The future ACE rail alignment is contingent upon the extension of Dublin Boulevard (project).

Alameda County General Plan, East County Area Plan

The East County Area Plan (ECAP) is a portion of the Alameda County General Plan adopted by the County's Board of Supervisors in 1994. Since adoption, the ECAP has been amended several times, most recently in 2002. The ECAP 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 ECAP, policies presented in the document remain in effect in perpetuity, or until modified by County voters.

The following ECAP policies are applicable to the project:

<u>General Open Space</u>

> 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:

1. The major ridgelines listed in Policy 105; *[which include ridgelines above Doolan Canyon east of Dublin]*

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.

Biological Resources

Policy 123: Where site-specific impacts on biological resources resulting from a proposed land use outside the Urban Growth Boundary are identified, the County shall encourage that mitigation is complementary to the goals and objectives of the ECAP. To that end, the County shall recommend that mitigation efforts occur in areas designated as "Resource Management" or on lands adjacent to or otherwise contiguous with these lands in order to establish a continuous open space system in East County and to provide for long term protection of biological resources.

Policy 131: The County shall require that roadways be designed to minimize impacts to wildlife corridor and regional trails. Where appropriate, grade-separated crossings and/or other features shall be used to maintain the viability of the affected corridor.

BART to Livermore Extension Project Draft Environmental Impact Report

The BART to Livermore Extension Project Environmental Impact Report (EIR) is the CEQA document that describes the potential environmental effects from an extended BART transit service 5.5 miles east into eastern Alameda County; from the existing Dublin/Pleasanton BART station within and adjacent to the I-580 right-of-way (ROW), through the cities of Dublin and Pleasanton, to a proposed terminus station located at the Isabel Avenue/I-580 interchange in Livermore. The BART to Livermore Extension project includes new and modified bus routes, connecting the new Isabel Station to downtown Livermore, Lawrence Livermore National Laboratory (LLNL), the Vasco Road ACE station, and other areas east of the BART system. The overall performance of these bus routes would be improved via the implementation of transit priority infrastructure enhancements, such as the proposed Dublin Boulevard/ North Canyon Road Extension project.[16]

City of Dublin General Plan

Dublin's General Plan exhibits a guide for the day-to-day physical development decisions that shape the social, economic, and environmental character of the city. The Circulation and Scenic Highways Element of the Dublin General Plan envisions a transportation system that `It is designed to comply with applicable State and regional transportation policies.

Table 8 lists the roadway improvements within and near the direct and indirect impact study area that are identified in the Dublin General Plan as constructed by year 2035. The Dublin General Plan identifies Dublin Boulevard as a six-lane extension, from Fallon Road to Airway Boulevard in the City of Livermore.

[16] As of May, 2018, the BART to Livermore Extension was not granted permission to advance as a proposed project. Continued planning for a rail connection between BART, ACE, and the San Joaquin Valley is being conducted by the Tri-Valley San Joaquin Valley Regional Rail Authority.

Table 8 Roadway Improvements Identified in the Dublin General Plan (Year 2035)

Roadway Improvements	Description
Fallon Road Widening	Widening of Fallon Road to six lanes from Positano Parkway to Dublin Boulevard.
Dublin Boulevard Widening	Widening of Dublin Boulevard to six lanes from Brannigan Street to Fallon Road.
Dublin Boulevard Extension	Dublin Boulevard six lane extension, from Fallon Road to Airway Boulevard.
Fallon Road Widening	Widening of Fallon Road to four lanes from Tassajara Road to Silvera Ranch Drive.
Central Parkway Extension	Central Parkway two lane extension, from Fallon Road to Croak Road.

Source: Dublin General Plan, 2015

The following Dublin General Plan policies are applicable to the project:

Roadways - Eastern Extended Planning Area

A1. Provide an integrated multi-modal circulation system that provides efficient vehicular circulation while providing a design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, seniors, children, youth, and families; and encourages pedestrian, bicycle, transit, and other non-automobile transportation alternatives.

B2a. Provide for the extension of Dublin Boulevard from Fallon Road to North Canyons Parkway and for the construction of other streets designed in accordance with the City of Dublin's Designs Standards and Standard Plans (see **Table 8**).

Roadways - All Planning Areas

A1. 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.

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.

Regional Transportation Planning and Complete Streets – All Planning Areas

A1. Plan for all users by creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that meets the requirements of currently adopted transportation plans and serves all categories of users.

Pedestrian Routes and Bikeways – All Planning Areas

A1. Provide safe, continuous, comfortable and convenient bikeways throughout the City.

A2. Improve and maintain bikeways and pedestrian facilities and support facilities in conformance with the recommendations in the Dublin Bicycle and Pedestrian Master Plan.

A3. Enhance the multi-modal circulation network to better accommodate alternative transportation choices including BART, bus, bicycle, and pedestrian transportation.

A4. Provide comfortable, safe, and convenient walking routes throughout the City and, in particular, to key destinations such as Downtown Dublin, the BART Stations, schools, parks, and commercial centers.

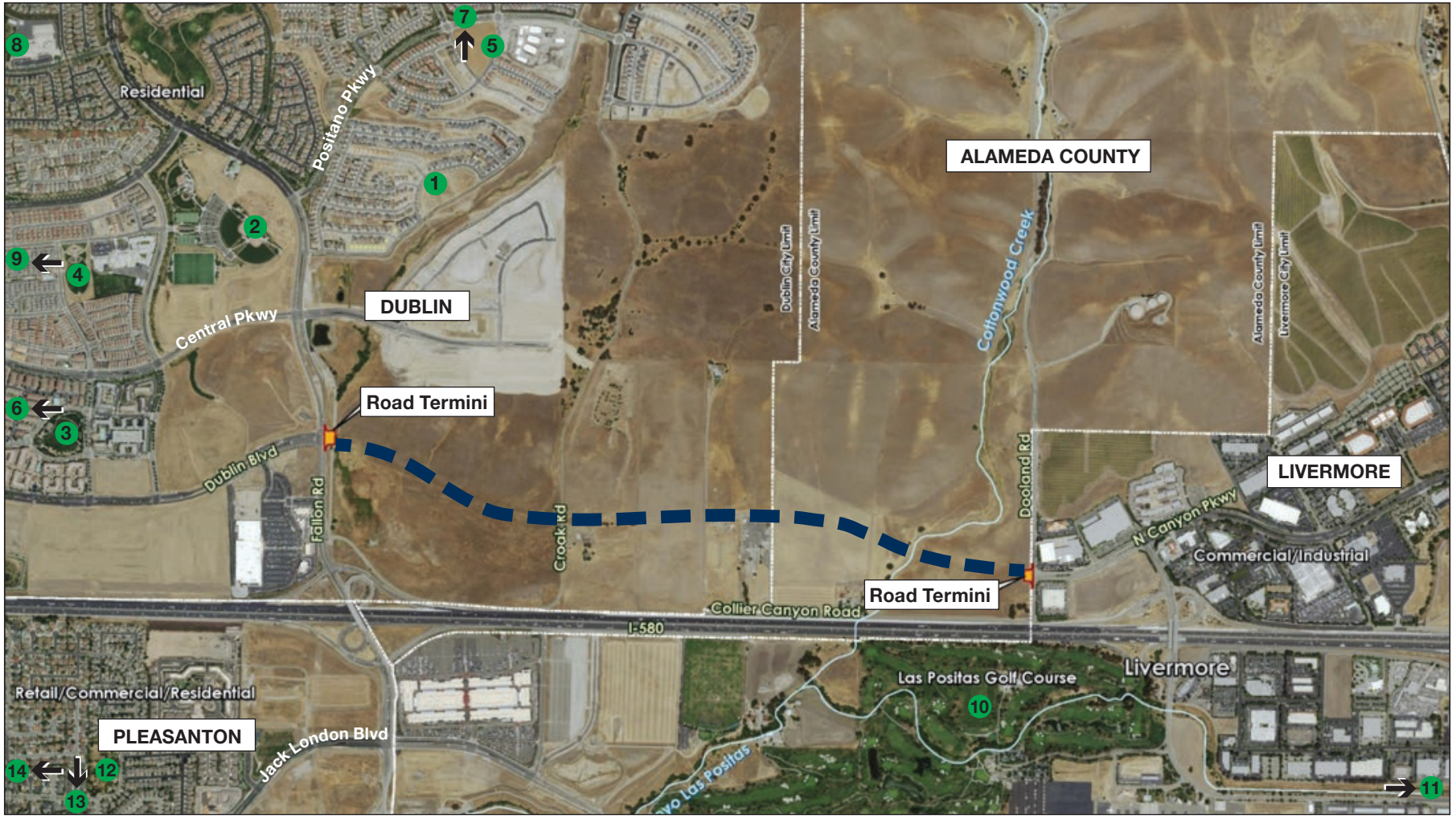
B1. Complete the bikeways systems illustrated on Figures 5-3a and 5-3b [Dublin General Plan].

City of Livermore General Plan, Circulation Element

The purpose of the Livermore General Plan Circulation Element is to provide the policy framework for regulation and development of the transportation systems in Livermore. The Circulation Element is intended to do the following:

- Identify anticipated circulation needs through buildout of the General Plan as necessary to serve the City and its land uses;
- Indicate the general location and extent of existing and proposed circulation routes and facilities necessary to serve those needs;
- Provide clear policies and priorities for circulation system improvements for use by the City in preparing budgets for the Capital Improvement Program (CIP), and to determine the appropriate conditions for approval of future development proposals.

The Livermore General Plan describes future roadway and interchange improvements, which are based on the results of the traffic model analysis conducted for the 2003-2025 General Plan. **Table 9** lists the improvements within and near the study area.



Legend

- Project Alignment
- Parks & Open Space
- Indicates Park Facility more than 0.5-mile from Project

Parks & Recreational Facilities			
1	Jordan Ranch Park	8	Ted Fairfield Park
2	Fallon Sports Park	9	Emerald Glen Park
3	Bray Commons	10	Las Positas Golf Course
4	Passatempo Park	11	Henry Park
5	Sean Diamond Park	12	Meadows Park
6	Devany Square	13	Amaral Park
7	Positano Hills Park	14	Fairlands Park

N

0 500 1,000 2,000
FEET

Parks and Recreational Facilities

Figure 12

Source: Circlepoint, 2018

Table 9 Livermore Proposed Future Roadway and Interchange Improvements

Proposed Improvements	Limits	Existing Number of Lanes	Proposed Number of Lanes
Roadways			
Isabel Avenue	Portola to Airway	0	6
North Canyons Pkwy-Dublin	Doolan Canyon to Fallon	0	4
North Canyons Pkwy	Airway to Collier Canyon	4	6
Portola Avenue	Collier Canyon to Isabel	4/0	6
Interchanges			
I-580/El Charro Road Interchange		Existing	Ultimate

Source: City of Livermore, 2014

The following Livermore General Plan policies are applicable to the project:

Goal CIR-1 – Provide safe, efficient, comfortable, and convenient mobility for all users

CIR-1.1 Plan for Complete Streets that Support all Transportation Systems throughout the City.

P1. The City shall consider and balance the needs of all users when implementing Complete Streets, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth, and families.

CIR-1.2 Implement Complete Streets that are Context Sensitive to Local Conditions and Needs.

P1. The City shall be context sensitive in accommodating different modes of travel in order to fit the public right-of-way and surrounding uses.

P2. The City shall implement Complete Streets in such a way that the character of the project area and the values of the community are fully considered.

P3. The City shall outreach to residents, merchants, and other stakeholders to assure Complete Streets implementation promotes a strong sense of place.

A1. Consult stakeholders as early in the development process as possible to support implementation of the City's Complete Streets Policy.

Goal CIR-2 – Promote Multi-Modal Transportation

CIR-2.1 Provide Viable Alternatives to Single-Occupant Vehicle Travel.

A1. Preserve options for future transit use when designing improvements for roadways and other land use approvals.

CIR-2.4 Provide a Pedestrian Network that Encourages Walking for Transportation and Recreation.

P1. The City shall require development to meet the requirements of the Americans with Disabilities Act to further facilitate the mobility of persons with accessibility needs.

Goal CIR-3 – Identify and Develop a Circulation System Consistent with the Land Use Element

CIR-3.2 Minimize Adverse Impacts of Regional Cut-through Traffic.

P1. The City shall not base roadway system improvements solely on the local effects of regional cut-through traffic. Other issues including facility improvement costs and desirability shall be determinants to improving the intracity roadway network.

CIR-3.3 Minimize Local Cut-through Traffic in Residential Neighborhoods.

P1. The City shall provide adequate capacity to the extent possible on major and collector streets to prevent traffic diversion of local cut-through traffic onto neighborhood streets.

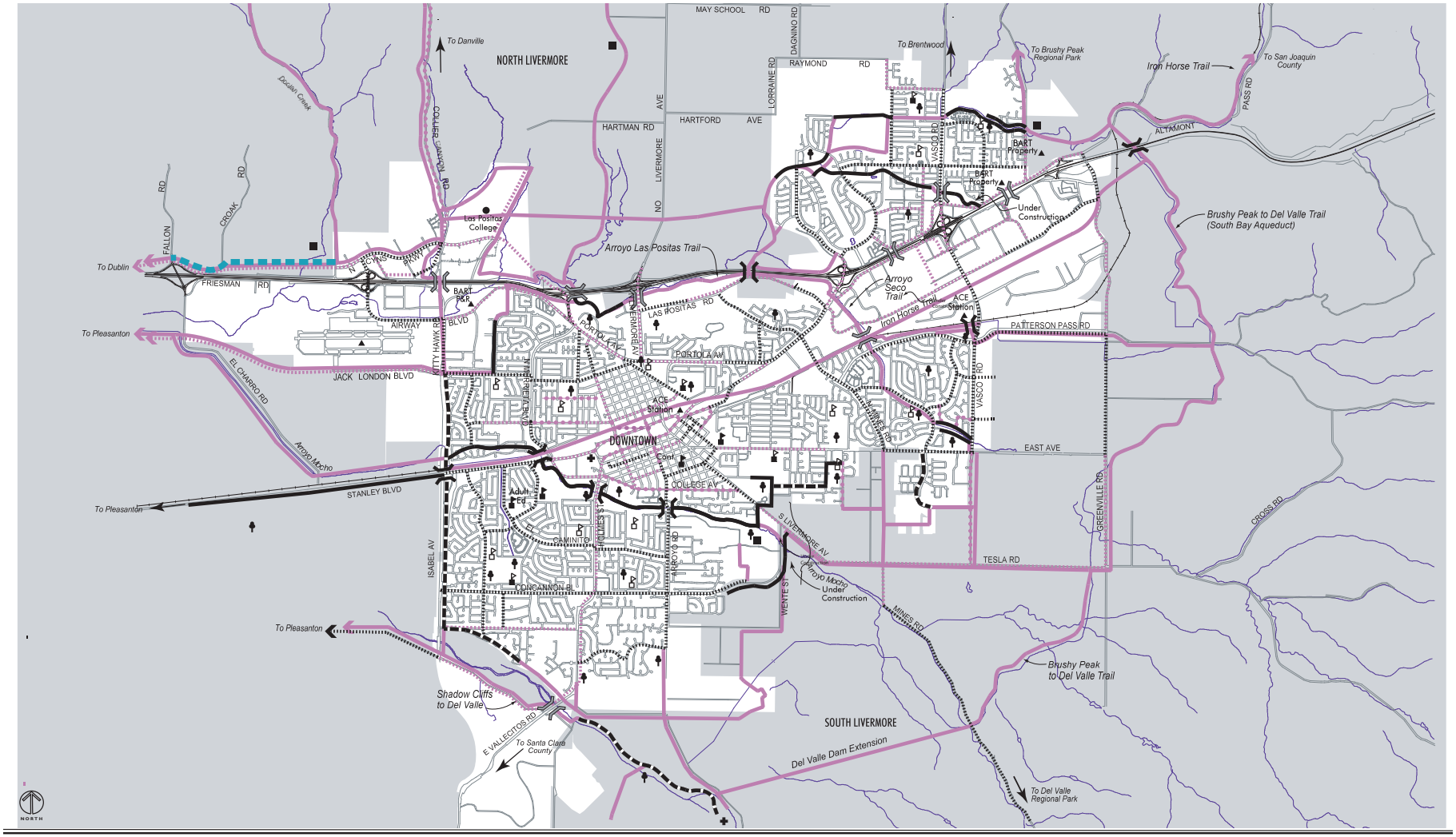
P2. The City shall consider using traffic calming methods to reduce local cut-through traffic, where appropriate.

Goal CIR-4 – Provide a Local Roadway System for the Safe, Efficient, and Convenient Movement of Vehicular Traffic.

CIR-4.1 The City Shall Provide Adequate Road Linkages Throughout Livermore.

P1. The City shall maximize the carrying capacity of major streets by providing a well-coordinated traffic/signal control system, controlling the number of intersections and driveways, limiting residential access points, and requiring sufficient off-street parking.

A1. Construct missing roadway links to complete the roadway system designated in the Circulation Element when warranted by roadway operating conditions.



Livermore Proposed Bikeways and Trails Network

Figure 6

Source: City of Livermore, 2015

Goal CIR-6 – Protect Neighborhood Quality and Community Character through Circulation Planning.

CIR-6.2 Plan and Maintain the Circulation System to Prevent or Minimize Environmental Impacts.

P1. Require local roadway improvements to minimize adverse land use, air quality, noise, community appearance, health, safety, vegetation and wildlife, drainage, and other environmental impacts.

P2. The City shall evaluate the effects on transportation systems of public utility improvements, including extensions of underground pipelines and overhead transmission lines and associated utility rights-of-way.

Eastern Dublin Specific Plan

The EDSP was adopted in 1993 and includes detailed information on necessary infrastructure improvements and costs, and a strategy for insuring the plan's implementation. The EDPS represents a five-year effort to develop a planning framework for the future growth and development of approximately 3,300 acres in the largely unincorporated area of Dublin that lies east of Camp Parks.[17] The EDSP describes Dublin Boulevard providing a connection to central Dublin and North Canyons Parkway in Livermore to accommodate local trips.

City of Pleasanton General Plan, Circulation Element

The City of Pleasanton General Plan was adopted in 2009 and has since been amended six times between 2010 and 2015. The Plan's overarching goals are to preserve Pleasanton's character and encourage sustainable development. The Circulation Element provides policies and maps that indicate the general location and extent of existing and proposed circulation routes and facilities. The Pleasanton General Plan identifies Dublin Boulevard and North Canyons Parkway as proposed local roadway improvements that would provide relief to the Pleasanton network.

2.2.2 ENVIRONMENTAL CONSEQUENCES

The eastern extension of Dublin Boulevard from its current terminus at Fallon Road to the Doolan Road/North Canyons Parkway intersection has been planned since 1984. Dublin's General Plan, Eastern Dublin Specific Plan, Fallon Village Supplemental Environmental Impact Report, and Plan Bay Area all include the extension of Dublin Boulevard. The project is listed in the MTC 2017 TIP (TIP identification number ALA150003, Fund Management System identification number 6046.00), as well as Plan Bay Area 2040 (identification number 17-01-0048).

The project was envisioned to provide local circulation and access to "potentially developable areas" in Dublin as first described in Dublin's General Plan Environmental Impact Report (1984) as well as some capacity relief to I-580 as a secondary benefit. The current General Plan and EIR (2016) also describe the project as a physical link connecting the EEPA to the rest of Dublin and Livermore. The majority of

[17] Camp Parks is a U.S. Army Parks Reserve Forces Training Area, in Dublin. It is west of the project site, north of existing Dublin Boulevard along Dougherty Road.

the direct and indirect impact study area (see **Section 1.3.1, Study Area**) is currently inaccessible from public roadways, with the exception of two private properties accessible from Croak Road and Collier Canyon Road. In order for planned development to occur, a major east-west roadway connection is needed and is anticipated to be provided through the extension of Dublin Boulevard. Adopted planning documents describe a four to six lane roadway extension of Dublin Boulevard from Fallon Road to Doolan Road/North Canyon Parkway. The County's General Plan, East County Planning Area component, includes the project as a roadway extension connecting eastern Dublin with Livermore across County jurisdiction. Livermore's General Plan Circulation Element (2014) includes a roadway extension from North Canyons Parkway connecting Doolan Road/North Canyons Parkway with Fallon Road. The Build Alternative would be consistent with the project identified in these local and regional planning documents. To address the inconsistencies related to the number of lanes that would be constructed on Dublin Boulevard between Fallon Road in Dublin and North Canyons Parkway in Livermore, the project will require an amendment to the Dublin General Plan, which will be progressed as a part of project approvals, and will be followed by similar amendments to the County and Livermore general plans.[18] The precise timing of general plan amendments is not known, but would be completed before final project approvals.

Local planning documents have identified several transportation goals and policies that the Build Alternative would address:

1. Reduce single-occupancy vehicle trips by providing a transit system along the roadway extension with improved headways during peak demand periods
2. Increase bicycle and pedestrian access and circulation,
3. Interconnect five PDAs in Dublin and Livermore
4. Improve overall mobility, access, connectivity, safety, and efficiency of the multimodal transportation system for all users, including goods movement
5. Provide approaches and technologies that enhance the existing roadway system's efficiency and capacity without widening streets

As proposed, the Build Alternative would incorporate elements in support of all five issues above. The Build Alternative would allow for the extension of bus service, would connect future development areas to regional transit (existing BART stations), would include dedicated bikeways/bike lanes and bike path/multi-use pathway (MUP), and sidewalks, would interconnect areas of Dublin and the cities of Dublin and Livermore, and would provide additional roadway capacity in the EEPA.

No-Build Alternative

Under the No-Build Alternative, no improvements would occur and the programmed and planned roadway extension would not be met. In order for planned development to occur, a major east-west roadway connection is needed but would not be provided under the No-Build Alternative. The No-Build Alternative would therefore not be consistent with state, regional, and local plans.

[18] Amendments to the County and Livermore general plans will be at the discretion of those jurisdictions, and are anticipated to be completed to ensure accuracy in roadway system planning across the Tri-Valley.

2.2.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

As previously discussed, the Build Alternative would be consistent with state, regional, and local plans. No avoidance, minimization, and/or mitigation measures are required.

2.3 COASTAL ZONE

The Coastal Zone Management Act (CZMA) of 1972 is the primary federal law enacted to preserve and protect coastal resources. There will be no effects to coastal resources because the project is not located within the coastal zone.

2.4 WILD AND SCENIC RIVERS

Wild rivers are defined as rivers or segments of rivers that are free of impoundments and generally inaccessible except by trail, with watersheds or shorelines essentially primitive and water unpolluted. Scenic rivers are free of impoundments, with shorelines or watersheds still largely primitive and shorelines largely undeveloped, but accessible in places by roads. One percent of California's rivers are designated as wild and scenic. While Cottonwood Creek traverses across part of the study area, it is not considered part of the wild and scenic river network nor is the study area.

2.5 PARKS AND RECREATION

2.5.1 AFFECTED ENVIRONMENT

2.5.1.1 PUBLIC PARKS AND RECREATIONAL FACILITIES

Dublin, Pleasanton, and Livermore have an extensive park system offering a diverse range of outdoor facilities to meet the needs of the communities. **Table 10** lists public parks located within 2 miles of the proposed roadway extension (see Figure 14). The County does not have park facilities within 2 miles of the project. Of these, three parks are within 0.5 miles of the Build Alternative: Fallon Sports Park, Jordan Ranch Park, and Bray Commons. All three parks are located in Dublin. Las Positas Golf Club, a public golf course in Livermore, is located 0.2-mile south of the proposed roadway extension, beyond I-580. All of these parks and recreational facilities are protected under the provisions of Section 4(f) of the Department of Transportation Act.

2.5.1.2 TRAILS AND BIKEWAYS

Bicycle facilities include the following general types:

- Class I: Shared Use Path - These facilities provide a separate right-of-way and are designated for the exclusive use of bicycles and pedestrians with vehicle cross-flow minimized.
- Class II: Bicycle Lane - Bicycle lanes provide a restricted right-of-way and are designated for the use of bicycles for one-way travel with a striped lane on a street or highway. Bicycle lanes are generally a minimum of 5 feet wide. Vehicle parking and vehicle/pedestrian cross-flow are permitted.

- Class III: Bicycle Route with Sharrows - These bikeways provide right-of-way designated by signs or pavement markings for shared use with motor vehicles. These include sharrows or "shared lane markings" to highlight the presence of bicyclists.

- **Table 10 Public Parks in Close Proximity to the Project Limits**

No.[a]	Name of Park	Address	Size	Approximate Distance from Build Alternative[b]
	Dublin			
1	Jordan Ranch Park	4299 Jordan Ranch Dr.	4.4 acres	0.5 mile
2	Fallon Sports Park	4605 Lockhart St.	60 acres	0.3 mile
3	Bray Commons	3300 Finnian Way	4.8 acres	0.6 mile
4	Passatempo Park	3200 Palermo Way	5.1 acres	0.6 mile
5	Sean Diamond Park	4801 La Strada Drive	5.0 acres	0.8 mile
6	Devany Square	4405 Chancery Lane	2 acres	0.7 mile
7	Positano Hills Park	2301 Valentano Dr.	5.1 acres	1.2 miles
8	Ted Fairfield Park	3400 Antone Way,	6.9 acres	1.1 miles
9	Emerald Glen Park	4201 Central Pkwy.	48.2 acres	1.3 miles
	Livermore			
10	Las Positas Golf Course	917 Clubhouse Dr.	200 acres	0.2 mile
11	Henry Park	1525 Mendocino Rd.	5.3 acres	1.8 miles
	Pleasanton			
12	Meadows Park	3301 W. Las Positas Blvd.	5.5 acres	0.8 mile
13	Amaral Park	3400 Dennis Dr.	4.6 acres	1.2 miles
14	Fairlands Park	410 Churchill Dr.	10+ acres	1.1 miles

- Source: City of Dublin, 2018, City of Livermore, 2018, Google Earth, 2018
- [a] Numbering relates to Figure 12 (Dublin Parks)
- [b] Distances were measured using Google Earth

Near the direct and indirect impact study area, there are no designated bicycle routes (signage or striping) on Fallon Road, Dublin Boulevard, N Canyons Parkway or Doolan Road. However, Fallon Road is undergoing upgrades as development occurs on parcels fronting the roadway to enhance sidewalks and bicycle facilities along its length. The closest Class II bicycle lanes exist on Fallon Road north of the Central Parkway intersection; and along N Canyons Parkway, east of Airway Boulevard. Class II and Class III bicycle lanes are generally used for transportation purposes (traveling from Point A to Point B), and are not protected as recreational resources under the provisions of Section 4(f) of the Department of Transportation Act.

The existing trail system (Class 1, off-street bikeways or multiuse paths) within Dublin, Pleasanton, and Livermore is mostly regional trails that were constructed by the East Bay Regional Park District and the Livermore Area Recreation and Park District (LARPD). The closest Class I trails follow the natural waterways in the region, which consist of the Tassajara Creek Trail and the Arroyo Mocho Trail. The Iron Horse Trail also runs perpendicular to the Tassajara Creek Trail, generally running in a north-south direction that parallels Owens Drive, before crossing under I-580. These trails are located more than 0.5-mile from the project corridor, beyond I-580 and other major development. Class I trails are protected under the provisions of Section 4(f) because they are publicly owned and designated or functioning primarily for recreational purposes.

2.5.2 ENVIRONMENTAL CONSEQUENCES

Property from the nearby parks and recreational facilities identified in **Table 10** and Figure 12 would not be acquired as part of the proposed Build Alternative, thereby avoiding direct effects. No temporary construction work would occur on these properties. The Build Alternative would not alter the location of the I-580 freeway or existing thoroughfares fronting these parks. Access to these facilities will not be hindered as result of construction of the Build Alternative. Potential increases in ambient noise levels for the areas immediately adjacent to the roadway would not result in noise impacts in the areas where closest parks and recreational facilities are located, because of the relative distance to the project corridor (more than 1,000 feet) and intervening development. As discussed in **Chapter 3** (**Growth**), the Build Alternative would support identified growth projections with traffic improvements, and would not have growth-inducing effects that would generate increased demands for the parks and recreational facilities.

No-Build Alternative

Under the No-Build Alternative, no changes would be made within the overall project limits. No construction activities would occur, and there would be no change in the operations of the existing freeway facility. The No-Build Alternative would have no effect on public parks and recreational facilities.

2.5.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The Build Alternative would not result in adverse effects to parks and recreational facilities; no avoidance, minimization, and/or mitigation measures would be required.

2.6 **FARMLANDS/TIMBERLANDS**

2.6.1 AFFECTED ENVIRONMENT

The direct and indirect impact study area consists of primarily undeveloped grazing ranchland and open space, with intermittent residences and outbuildings. The FMMP[19] designates the project corridor as entirely within grazing land, on which the existing vegetation is suited to the grazing of livestock. The surrounding areas west of Fallon Road, south of I-580, and east of Doolan Road are designated primarily as "Urban" and "Built-Up" land. No "Prime" or "Unique" farmlands, or farmlands of local or statewide importance, exist within or adjacent to the project corridor. This determination was confirmed by the Natural Resources Conservation Service on February 14, 2019(Appendix A). The County mapping for agricultural land protected under Williamson Act contracts was also reviewed. The project corridor and adjacent properties do not contain any agricultural land protected under the Williamson Act, and is entirely designated as "Non-Enrolled Land"; land not enrolled in a Williamson Act contract and not mapped by FMMP as Urban and Built-Up Land or Water.[20]

The closest designated Prime Farmland, also protected under a Williamson Act contract, is located on the east side of Doolan Road, approximately 800 feet north of the N. Canyons Parkway intersection.

TIMBERLAND

The California Timberland Productivity Act (TPA) of 1982 (Government Code Sections 51100 et seq.) is the primary federal law enacted to preserve and protect forest resources. There are no wooded habitats, forest resources, or a Timber Production Zone within the direct and indirect impact study area.

2.6.2 ENVIRONMENTAL CONSQUENCES

The direct and indirect impact study area consists of undeveloped grazing ranchland and open space. The landscape in and around the study area is characterized by a mix of grasslands surrounded by rolling hills and grazing, commercial, industrial, and residential development. No farmlands or timberlands exist within the study area; the Build Alternative would therefore not impact farmlands or timberland zones.

[19] Farmland Mapping and Monitoring Program, 2014. Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/ala14.pdf
[20] Alameda County Williamson Act FY 2014/2015. Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Alameda_14_15_WA.pdf; last accessed: June 20, 2018.

No-Build Alternative

No farmlands or timberlands within the project area are known to exist; no impact on farmlands or timberland zones would occur as a result of the No-Build Alternative.

2.6.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

As discussed above, the Build Alternative would not result in impacts to farmlands and timberlands. Therefore, no mitigation would be required.

3.0 Growth

3.1 AFFECTED ENVIRONMENT

This section analyzes the project's potential to induce growth within the study area. Factors considered in this analysis are drawn from existing conditions outlined in **Section 4.1 (Population and Housing)**. As characterized in ABAG's Plan Bay Area 2040, planned growth throughout the Tri-Valley area will continue to increase transportation demand across all modes. In the study area, planned development including buildout of the EEPA will result in the generation of new vehicle trips and new demand for transit services. ABAG projections for the regional study area are discussed in more detail in **Section 1.4.2 (No-Build Alternative)**. The regional study area is defined in **Section 1.3.1 (Study Area)**. Based on future development planned in the project area and throughout Dublin, transportation demand on local roadways in Dublin and the regional highway system will continue to increase over time. Alameda CTC's traffic model reflects that average daily traffic volumes along I-580 in the project area are anticipated to increase over time from over 147,000 vehicles in 2013 to over 170,000 vehicles in 2040, an increase of 16 percent.[21]

3.2 ENVIRONMENTAL CONSEQUENCES

Caltrans CIA guidance states that "growth inducement is defined as the relationship between the proposed transportation project and growth within the project area." Caltrans has developed guidance for determining if a project is considered to be growth-inducing, either directly or indirectly. The "First-Cut Screening" process is used to consider the potential for the project to have any growth-related impacts, and to consider if any growth-related impacts would affect any resources of concern. Using the Caltrans guidelines "First-Cut Screening,"[22] it was determined that indirect project related growth is reasonably foreseeable but not to the extent that it would impact resources of concern. This analysis was vetted with each jurisdiction within the project footprint in September 2018, and received concurrence on the determination that the project would indirectly support planned growth in eastern Dublin. Each of the three First-Cut Screening questions is presented below with responses.

1. **To what extent would travel times, travel cost, or accessibility to employment, shopping, or other destinations be changed? Would this change affect travel behavior, trip patterns, or the attractiveness of some areas to development over others?**

[21] Kittelson & Associates. 2018. *Transportation Impact Analysis: Dublin Boulevard-North Canyons Parkway Extension*.

[22] Caltrans, *SER Guidelines, Guidance for Preparers of Growth-related, Indirect Impact Analysis, Chapter 5*. Available online at: http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm#ch5. Last Accessed: April, 2014.

Travel times for local trips may be slightly shortened with implementation of the project. Travel cost is not anticipated to change notably, as some drivers would have the option of making shorter trips, but not to the extent that cost savings would be substantial. Drivers may elect to use Dublin Boulevard for local trips in lieu of diverting onto I-580 to travel between Dublin and Livermore. With implementation of the project, bicycle and pedestrian accessibility between Dublin and Livermore would be improved, making these alternative modes more viable to some users. The project would provide a new, local roadway alternative to access existing employment, shopping, and other destinations in Dublin and Livermore. Existing land use and zoning regulations in Dublin, the County, and Livermore encourage development in targeted areas while restricting development in others. In particular, the hills north of the project, including Doolan Canyon Regional Preserve, and County land in the project vicinity are designated as areas preserved for open space or agricultural uses. The project would not result in land use changes along the alignment or elsewhere. The City of Dublin has designated eastern Dublin as an area for planned growth over time, as documented in Dublin's General Plan and regional planning documents. The project is included in these planning documents, and would indirectly support planned growth in eastern Dublin by providing a new local roadway connection to developable areas.

2. **To what extent would change in accessibility affect growth or land use change - its location, rate, type, or amount?**

   As discussed in **Section 2.2 (Consistency with State, Regional, and Local Planning Documents)**, the planned growth in the project region has been well documented and fully evaluated in the applicable CEQA clearances for the General Plans and individual development projects, as they move forward in the planning process. The project would support implementation of Dublin's General Plan, which includes the extension of Dublin Boulevard to the intersection of North Canyons Parkway and Doolan Road in Livermore, providing access to developable areas of eastern Dublin. The project is consistent with the existing and planned land uses in the study area, and would not directly or indirectly change land use or induce unplanned growth, but would rather accommodate planned growth. The project would not directly affect the rate, type, or amount of growth in eastern Dublin, as the project includes a roadway extension only. The project would indirectly support the rate, type, and amount of growth planned in eastern Dublin.

   The project would indirectly support planned growth in eastern Dublin, as described in Dublin's General Plan and the EDSP. In this way, the project would not result in a change in the location of growth. The project would not include any changes to land use or zoning, and existing parameters on the type and amount of growth permitted in eastern Dublin, the County, and Livermore would not change as a result of the project. The project would provide access to developable areas of eastern Dublin, and would indirectly support growth at the rate described in the General Plan and EDSP. The No Build Alternative would present a barrier to the planned rate of growth in eastern Dublin. Under the No Build Alternative, the type and amount of growth outlined in the General Plan and EDSP would still occur, but at a slower rate as access to eastern Dublin would remain limited.

3. **To what extent would resources of concern be affected by this growth or land use change?**

   Resources of concern include wetlands, vernal pools, threatened/endangered species, prime farmland, and Section 4(f) property, as defined by Caltrans, and could be expanded to include other resources such as cultural and historic resources and scenic resources. Each of these resources are evaluated in separate technical reports and memoranda for the project. As the project would not result in any land use change, would not directly affect growth, and would indirectly support planned growth in eastern Dublin, resources of concern would not be affected by growth induced by the project. Future development in eastern Dublin would proceed independently, and would be required to evaluate affects to environmental resources under project-specific environmental documentation. Indirect effects on the rate, type, and amount of growth resulting from the project would not affect resources of concern because of the previously identified planning controls.

No-Build Alternative

Under the No Build Alternative, none of the project features described under the project would be constructed. Dublin Boulevard and North Canyons Parkway would continue to operate unconnected in their current configurations. Under the No Build Alternative, the planned and approved land use developments may be implemented by local agencies or under other projects. The No-Build Alternative would not induce growth.

3.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

As discussed, the Build Alternative would not result in impacts to Growth. Therefore, no mitigation would be required.

This Page Intentionally Left Blank

4.0 Community Character

4.1 POPULATION AND HOUSING

4.1.1 AFFECTED ENVIRONMENT

4.1.1.1 REGIONAL POPULATION CHARACTERISTICS

Population and Housing

The following population data was compiled from the 2017 ACS, which is the most recent U.S. Census data after the U.S. Census in 2010.

The County is part of the nine counties that make up the San Francisco Bay Are, is the second most populous county in the region, and the seventh most populous county in the state. As described in **Table 11** below, The County has a population of approximately 1.6 million people. According to the ABAG data package, the County saw an increase of 3.6 percent in employed residents between 2000 and 2011, increasing to 718,035 employed residents ages 16 and over.

The existing population in Dublin is approximately 57,022. Development in the EEPA is anticipated to generate the largest percentage of Dublin's growth, providing a total of 4,033 residential units with an estimated population growth of 16,778 persons in Dublin by 2040.

Livermore's existing population is approximately 88,000 and Pleasanton's existing population is approximately 79,000.

As shown in **Table 11**, Dublin experienced a 34 percent increase in population between 2010 and 2017; the largest population increase in comparison to the County, Livermore, and Pleasanton. Livermore and Pleasanton experienced population increases of 9 and 13 percent, respectively, during this same time period. Between 2010 and 2017, the number of households increased by 27.5 percent in Dublin, 7.5 percent in Livermore, and 18 percent in Pleasanton.

Table 11 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%
Pleasanton	70,285	79,341	+13%	23,716	27,922	+18%

Source:
[a]: U.S Census, 2010
[b]: ACS, 2017

Table 12 illustrates ABAG's projections on population growth for the regional study area by 2040. Using 2017 ACS data, the County is expected increase in population by 19.5 percent, and Dublin by 29 percent. Livermore and Pleasanton are expected to increase by 18 percent and 16 percent, respectively.

Table 12 Projected Population and Household Growth (2040)

Geographic Area	Population			Households		
	2017[a]	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%
Pleasanton	79,341	91,800	+16%	27,922	32,780	+17%

Source:
[a] ACS, 2017
[b] ABAG, 2013

Age

The median age for Dublin, the County, Livermore, and Pleasanton is between 37 and 43 years.[23] In 2017, residents 65 years and older comprised 9 to 14 percent of the population in all four jurisdictions (see **Table 13**).

[23] ACS, 2017

Table 13 Population 65 Years and Over

Geographic Area	Percentage of Population 65 Years and Over	
	2010[a]	2017[b]
Alameda County	11%	14%
Dublin	7%	9%
Livermore	10%	12.5%
Pleasanton	11%	14%

Source:
[a]: U.S Census 2010
[b] ACS, 2017

Race

The County is home to a diverse population, representing many races and ethnicities. Minority groups comprise 68 percent of the County, 60 percent of Dublin, and 58 percent of the study area population. Livermore has the lowest percentage of minority populations at 36 percent. **Table 14** summarizes the population demographics for the County, Dublin, Livermore, and Pleasanton, and the 0.5-mile study area. **Figure 14** illustrates the minority populations in the study area.

Table 14 Population Distribution

Population	Alameda County	Dublin	Livermore	Pleasanton	Study Area
Total Population	1,629,615	57,022	88,232	79,341	29,901
Hispanic or Latino (of any race)	367,041	5,616	17,783	6,864	3,291
Not Hispanic or Latino	1,262,574	51,406	70,449	72,477	26,610
White	524,881	22,660	56,218	42,267	12,604
Black or African American	175,063	2,609	1,039	1,580	1,044
American Indian and Alaska Native	5,008	173	108	187	41
Asian	468,356	22,771	9,236	25,011	11,585
Native Hawaiian and Other Pacific Islander	13,000	182	297	425	153
Some Other Race	4,489	35	71	152	0

Population	Alameda County	Dublin	Livermore	Pleasanton	Study Area
Two or More Races	71,777	2,976	3,480	2,855	1,183
Minority Percent[1]	**68%**	**60%**	**36%**	**47%**	**58%**

Source: ACS, 21017
[1] Minority refers to every person who is not of White Race and Non-Hispanic or Latino Ethnicity categories. The percentages were calculated by finding the numerical difference between the total population of all races and total, White, Non-Hispanic population. That number was then divided by the total population of all races.

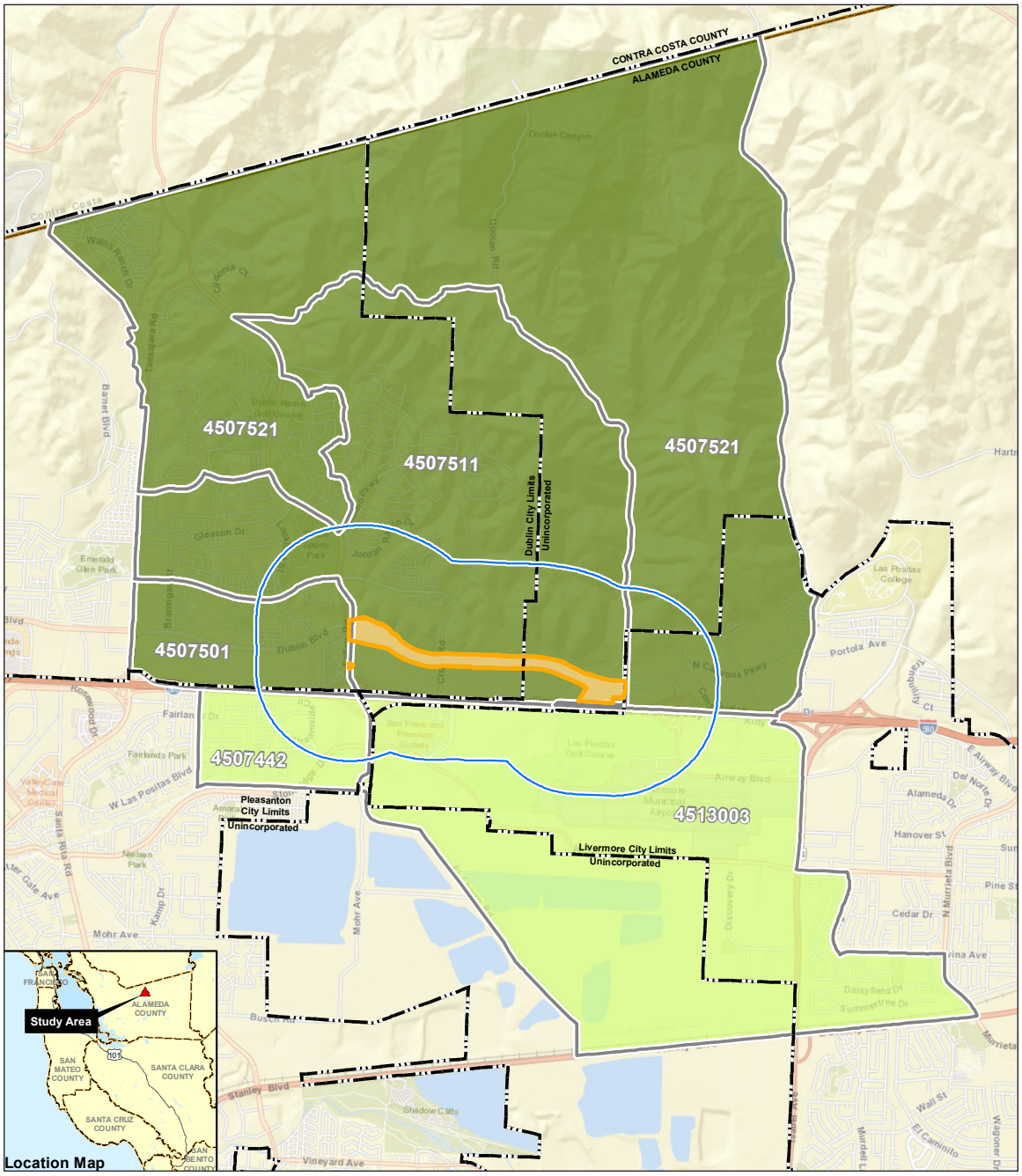
Income

Table 15 summarizes 2013-2017 and 2010 ACS per capita and median household income levels for the County, Dublin, Livermore, Pleasanton, and the 0.5-mile study area. Pleasanton has the highest median household and per capita income out of the three jurisdictions; however median income is higher within the 0.50-mile study area. Dublin's income levels are less than Pleasanton, and Livermore has the lowest. All three cities have higher than average income levels when compared to the County. The study area is comparable to the median household incomes for the region, with only 4 percent of the population below the poverty level.

Table 15 Income Levels

Area	Per Capita Income (ACS 2010)	Per Capita Income (ACS 2013-2017)	Median Household Income (Census 2010)	Median Household Income (ACS 2013-2017)	Percent Population Below Poverty Level
Alameda County	$33,961	$41,363	$69,384	$85,743	11.3%
City of Dublin	$39,337	$54,251	$107,754	$138,007	3.6%
City of Livermore	$41,072	$47,903	$93,988	$109,084	4.8%
City of Pleasanton	$48,953	$60,067	$115,188	$138,269	4.3%
Study Area	$48,289	$54,732	$117,024	$137,866	4%

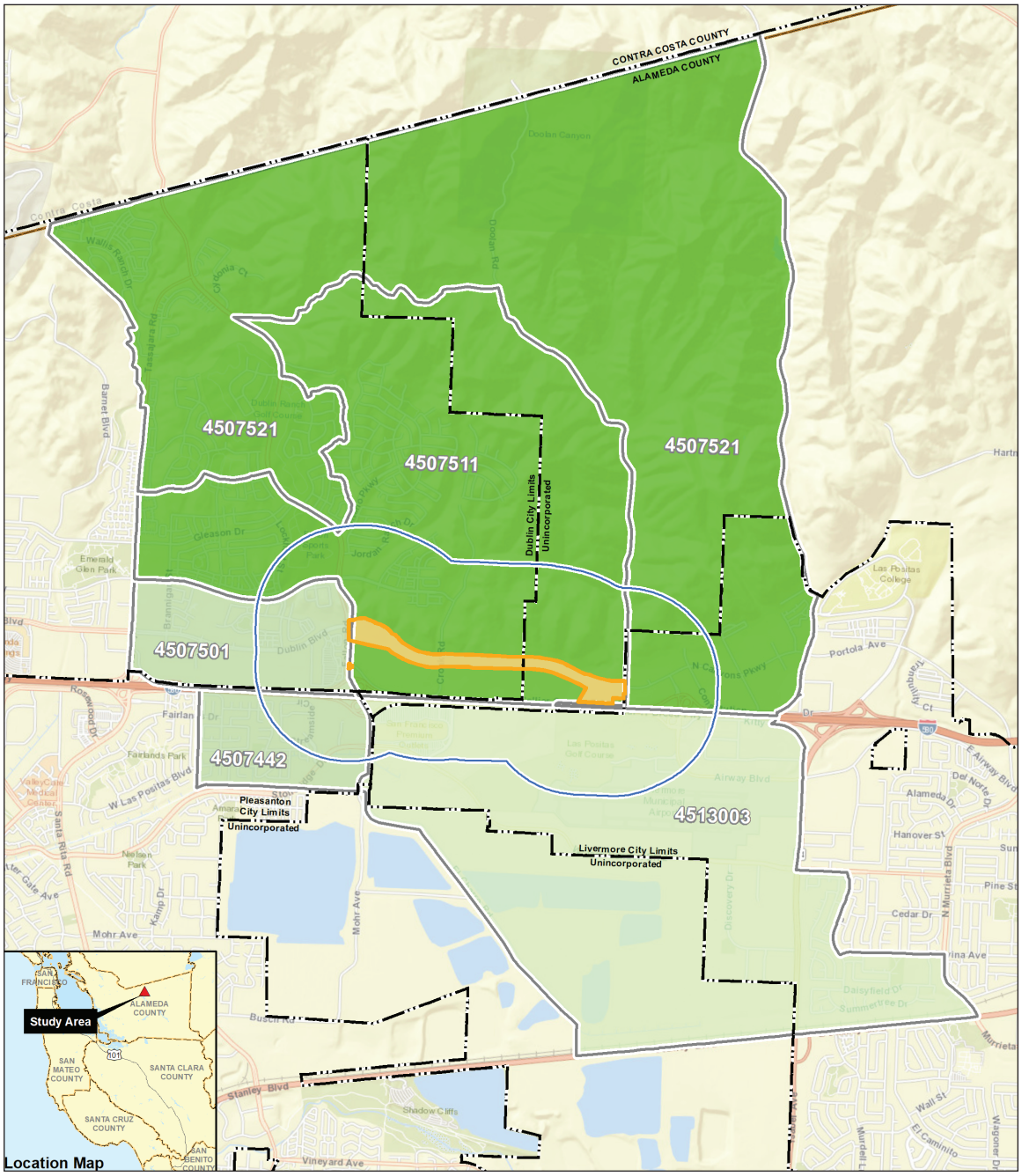
Source: ACS 2010, 2013-2017



Minority Percent

Figure 14

Source: Geographic Information System



Legend

- 0.5- Mile Study Area
- City Boundary
- Census Block Group - 2016
- Project Limits

Per Capita Income

- $42,450
- $42,451 - $54,000
- $54,001 - $64,200

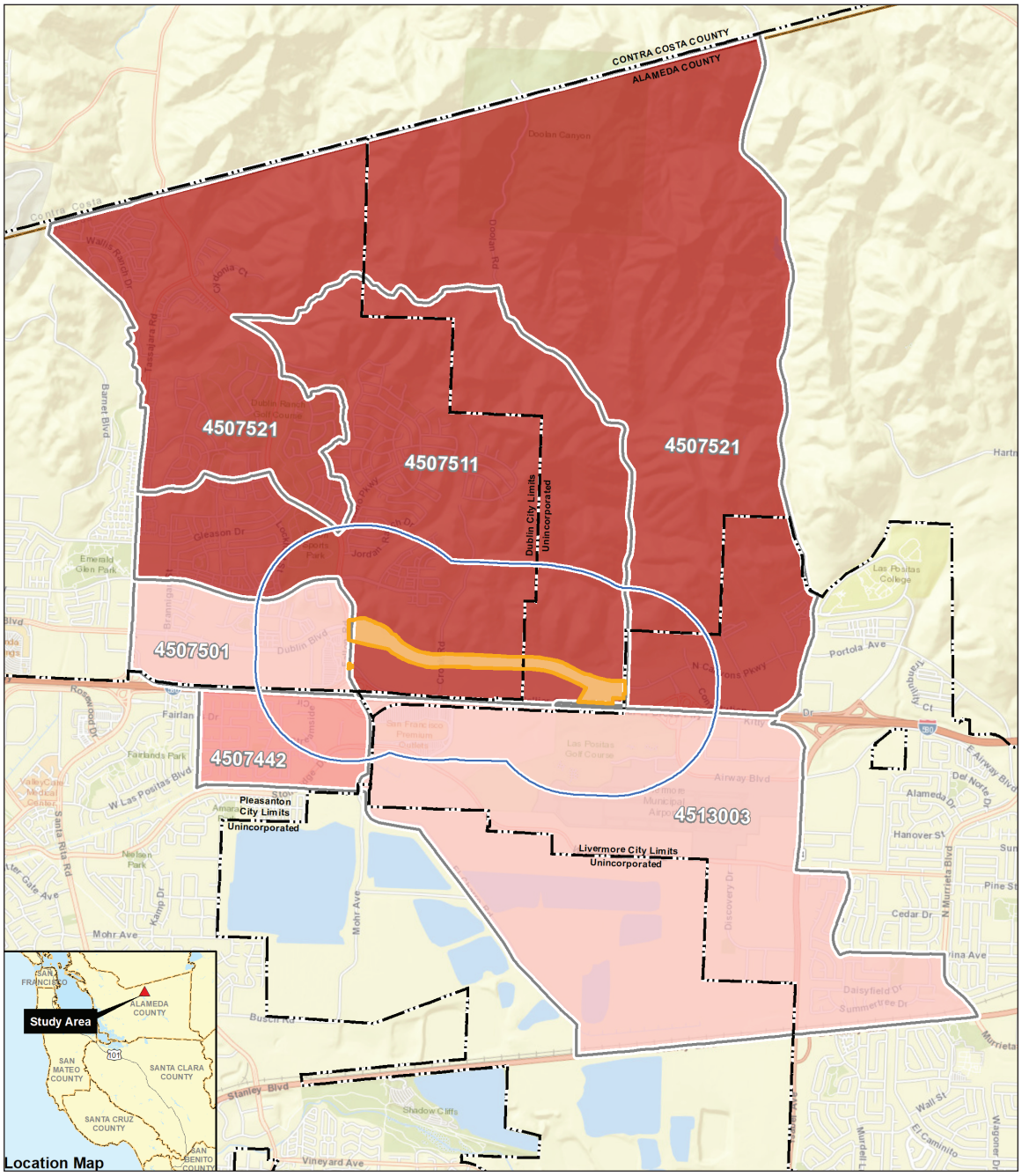
N

0 1,500 3,000 6,000
FEET

Per Capita Income

Figure 15

Source: Geographic Information System



Median Household Income

Figure 16

Source: Geographic Information System

Employment

As shown in **Table 16**, the local jurisdictions within the study area share a similar employment market mix, with nearly 50 percent or more of employment found in the management and professional sector. Approximately 9 to 16 percent of the workforce is in the service industry; 20 to 23 percent of the workforce is in sales and office industries; and 3 to 9 percent is in the "production, transportation, and material moving" field. The smallest employment sector for the region is in the natural resources, construction, and maintenance industries.

Table 16 Employment Sector

Sector	Alameda County		Dublin		Livermore		Pleasanton	
	Persons	Percent	Persons	Percent	Persons	Percent	Persons	Percent
Management, professional	396,990	48%	18,527	64%	21,797	46.3%	25,192	64.3%
Service	131,926	16%	2,668	9.2%	7,202	15.3%	3,818	9.7%
Sales and office	168,949	20.4%	5,649	19.5%	11,035	23.4%	7,692	19.6%
Natural resources, construction, and maintenance	52,594	6.4%	907	3.1%	3,643	7.7%	1,184	3%
Production, transportation, and material moving	75,851	9.2%	1,185	4.1%	3,392	7.2%	1,313	3.3%

Source: ACS, 2017

4.1.1.2 NEIGHBORHOODS/COMMUNITIES/COMMUNITY CHARACTER

The values and issues that are important to a community set the character and baseline context for how the project would fit into the community's ideologies. As previously discussed, the study area for establishing the community character follows the census block groups (see **Figure 2**). The portion of the study area between Fallon Road and Doolan Road where project improvements would occur primarily consists of undeveloped grazing ranchland and open space, with intermittent rural development such as private paved and unpaved roads, fences, barns, corrals, wells, water tanks, single-family homes and various outbuildings. There are no existing neighborhoods or dense development between these roadways. This includes County land; there are no developed neighborhoods or communities on County land within the 0.5 mile census block group study area. Therefore, the County is not discussed further in this section. Dense residential communities are located along Fallon Road, northwest of Dublin Boulevard and northeast of Central Parkway. The Fallon Gateway shopping center is located southwest of the Fallon Road/Dublin Boulevard intersection. The

areas east of Doolan Road and south of I-580 are primarily commercial and industrial developments. Fallon Road and Airport Airway Boulevard are the only north-south connections across the I-580 corridor in the study area.

Dublin

Dublin's overall mission is to promote and support a high quality of life, ensure a safe and secure environment, and foster new opportunities. Dublin strives to build an engaged and educated community through programs that strengthen Dublin's economic vitality and preserve the natural surroundings through environmental stewardship and sustainability. Additionally, Dublin is dedicated to promoting an active and healthy lifestyle through the creation of first-class recreational opportunities, facilities, and programs. In doing so, Dublin works to promote locations and events that bring people of all ages together, provide more venues for family-based activities, and foster heritage and cultural development. Dublin's website announces local events in the area, such as concerts, the Dublin farmer's market, and special seasonal and themed events that acknowledge the city's history and heritage. Community members can access bocce ball courts, picnic areas, trails, and sports fields and courts at one of Dublin's 18 parks. Residents can also learn about local volunteer opportunities on the city's website to further engage with the community. A multigenerational community, Dublin's Senior Center offers a variety of classes, activities, and programs for senor residents in the area. Preschool and afterschool enrichment programs provide opportunities for young students, while recreational and sports activities are offered for Dublin's teens. Additionally, the local Dublin Library offers cultural programs and events for children, teenagers, adults, and families. For new residents, Dublin provides a resourceful *Welcome to the City of Dublin* webpage, complete with information on utilities services, transportation options, entertainment ideas, and ways to stay informed and connected within the community. Many of Dublin's community events occur at Emerald Glen park, located north of Dublin Boulevard between Hacienda Drive and Tassajara Road (over 1 mile from the proposed roadway extension).

Livermore

The segment of North Canyons Parkway within the 0.5 mile study area is a planned gateway into Livermore. Touted as California's oldest wine region, Livermore strives to provide a sense of place that contributes to its unique identity. Livermore's most distinct features are its hills and ridgelines that surround the northern edge of the city. Preserving these sightlines is a prominent goal in Livermore's built environment by establishing scenic corridors, conserving open space, incorporating urban design qualities in new and existing developments, and strategically designating land use as described in the city's General Plan.

An active community, Livermore residents have multiple options for enrichment and entertainment. The city's website provides a listing of daily public social events, such as English conversation groups, family storytime, and music and dance classes. Livermore is also home to Lawrence Livermore National Laboratory Discovery Center, a science and technology center, and Las Positas Community College for higher education.

Pleasanton

Pleasanton is considered a major suburb with more than 1,200 acres of surrounding parks, open space, and trails. While the project is not located in Pleasanton, it would provide relief from adjacent I-580 and the city's existing transportation network. Located at the junction of I-580 and I-680, Pleasanton is proximate to the major business markets of Silicon Valley, San Francisco, and the Central Valley. This is an attractive feature for existing and future employees and employers. The city's cultural characteristics surround community-oriented activities. Pleasanton offers free summer concerts series, festivals, and a weekly year-round farmers market. The popular Callippe golf course, and Firehouse Arts Center provides diverse entertainment and shopping for both residents and visitors.

4.1.1.3 HOUSING

Housing Types

According to the Dublin General Plan, residential land use is categorized as follows:

- Low-density single family (0.5-3.8 du/ac)
- Single family (0.9-6.0 du/ac)
- Medium-density (6.1-14.0 du/ac)
- Medium/high density (14.1-25.0 du/ac)
- High-density residential (25.1 + du/ac)

The Dublin General Plan illustrates predominantly single family residential land uses throughout Dublin, specifically in the Eastern and Primary Planning areas, as depicted in **Figure 10**. To encourage a diversity of housing types, Dublin has planned for high density residential use in compact mixed-use areas where residents have convenient access to jobs and amenities. These high-density projects would be located in Downtown Dublin and adjacent to or in close proximity to Dublin's two BART stations.

Housing types are varied in Dublin and the surrounding community. According to the 2013 Housing Element of the General Plan, Dublin's housing stock consisted of 66 percent single-family homes, 33 percent multi-family units, and less than one percent of mobile homes. Livermore's housing stock saw a greater share of single-family houses with 79 percent, followed by 19 percent multifamily, and almost 2 percent mobile homes.[24] Compared to the County's 61 percent supply of single-family units, Dublin's housing stock had a larger proportion of single-family housing and a smaller proportion of multi-family structures. The residential developments planned for in the regional study area designated as single-family and medium density residential.[25]

[24] Livermore General Plan. 2015. Housing Element 2015. http://www.cityoflivermore.net/civicax/filebank/documents/14139/. Last Accessed: July, 2018.
[25] Medium density residential allows for 6.1 and 14.0 dwelling units per acre, as described in the Housing Element.

Livermore's residential land use is categorized as the following:

- Rural residential (1-5 ac site)
- Urban low residential (1.0-2.0 du/ac)
- Urban low medium residential (2.0-3.0 du/ac)
- Urban medium residential (3.0-4.5 du/ac)
- Urban medium high residential (4.5-6.0 du/ac)
- Urban high residential (6.0 + du/ac)

Urban low residential designations are generally located in the outermost areas of the Livermore's city limits, and urban medium and high residential planned in the central, downtown area and near the planned BART station.[26]

Pleasanton's residential land use is categorized as the following:

- Rural density residential (0-0.2 du/acre)
- Low density residential (0-2 du/ac)
- Low density residential - Happy Valley Specific Plan (1 du/ac)
- Medium density residential (2-8 du/ac)
- High density residential (8+ du/ac)

According to Pleasanton's land use map, rural residential land is planned to be located along the city's urban growth boundary on the west and southern region of the city. Low density is planned predominantly near or within distance of I-680 and Foothill Road, a major artery in the city. Medium density is planned for the central area, and high density is planned within distance to BART and the downtown area.[27]

Homeownership Market

As of 2018, Dublin's home prices and nearby communities are above the countywide median price of approximately $879,000. Dublin's median asking prices is around $920,000, approximately 4 percent higher than the County's.[28]

[26] As of May, 2018, the BART to Livermore Extension was not granted permission to advance as a proposed project. Continued planning for a rail connection between BART, ACE, and the San Joaquin Valley is being conducted by the Tri-Valley San Joaquin Valley Regional Rail Authority.
[27] City of Pleasanton. 2012. General Plan Land Use Map. Accessed from: https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23897. Last Accessed: July, 2018.
[28] Zillow,2018

Livermore's median home prices are around $808,000, which is slightly less than the County's median asking prices. According to the housing real estate website, Zillow, homes values in Livermore have gone up 11.7 percent and are predicted to rise up to 6.9 percent through 2019.[29]

Pleasanton's median home prices are approximately $1.2 million, which is 31 percent above the County's median home prices and above both Livermore and Dublin.

Housing Vacancy and Demand

A certain number of units are needed to moderate the cost of housing, allowing sufficient choice for residents. Vacancy rates of approximately 2 percent for ownership housing and 5 to 6 percent for rental housing are generally considered optimal by housing professional to balance demand supply for housing.

According to the 2017 ACS, the County's homeowner vacancy rate was nearly 0.6 percent and rental vacancy rate was 2.8 percent. Both homeowner and rental vacancy rates were below the optimal average vacancy rates.[30]

Dublin's homeowner vacancy rate was 0.3 percent and a rental vacancy rate was 1.6 percent. Dublin's vacancy rates are considered very optimal for standard vacancy rates.

Livermore's homeowner vacancy rate was 0.6 percent and a rental vacancy rate was 2.9 percent. Coinciding with the surrounding area, Livermore's vacancy rates are also considered very optimal for standard vacancy rates.

Pleasanton's homeowner vacancy rate was 0.3 percent and a rental vacancy rate was 3.4 percent. Pleasanton's vacancy rates are considered optimal for standard vacancy rates, which indicates that housing stock is adequately meeting overall demand.

In addition to optimal vacancy rates, State law requires all regional council of governments to determine the existing and projected housing need for their region and to allocate a portion of the regional housing need to each jurisdiction. The following table reflects ABAG's regional housing allocation for Dublin, Livermore, and the County

[29] Zillow, 2018
[30] ACS, 2017

Table 17 Regional Housing Need Allocation by Income Group, 2015-2023

Income Group	Percent of Area Media Income	Alameda County	Dublin	Livermore	Pleasanton
Very Low	0-50%	9,912	796	839	716
Low	51-80%	6,604	446	474	391
Moderate	81-120%	7,924	425	496	407
Above Moderate	120%+	19,956	618	920	553
Total		44,396	2,285	2,729	2,067

Source: ABAG, 2013

Based on ABAG's allocations in **Table 17** Dublin should plan for 2,285 new housing units and Livermore 2,729 new housing units between January 31, 2015 and January 31, 2023. The estimate for very low-income housing need in Dublin and Livermore are 796 and 839 housing units. Based on the California Housing and Community Development (HCD) standards, 50 percent of very low-income housing should be planned for extremely low-income household. Therefore, there is a projected need for additional units in the extremely low-income household category.

Housing Location and Growth

In 2010, the housing stock for the County was about 583,000 units. As depicted in **Table 18**, the housing stock increased by about 2.5 percent by 2016. Dublin, however, experienced an increase of 24 percent between 2010 and 2017, which outpaced the expected growth in the surrounding area. Livermore and Pleasanton saw 7 and 11.5 percent growths, respectively, between 2010 and 2017.

Table 18 Housing Stock Growth

Jurisdiction	# of Units in 2010[a]	# of Units in 2017[b]	% Increase 2010-2017
Alameda County	582,549	596,898	2.5%
Dublin	15,782	19,587	24%
Livermore	30,342	32,458	7%
Pleasanton	26,053	29,064	11.5%

Source:
[a] U.S. Census, 2010
[b]ACS, 2017

Land Availability

As previously discussed in **Section 2.2.1 (Affected Environment)**, Dublin is divided into four planning areas: EEPA, the Primary Planning Area, Dublin Crossing Planning Area, and the Western Extended Planning Area. In order to accommodate projected growth and the necessity for housing, the EEPA has designated 1,657 acres of for residential use. The Primary Planning Area will be able to accommodate 1,247 acres of residential land uses, and the Western Extended Planning Area offers 2,720 acres of rural residential/agriculture and single-family residential land uses.

Livermore's General Plan specifies 5,123 acres of existing single-family residential land use and 400 acres of multi-family residential land use. In total, 5,523 acres were designated as existing land uses in 2002.

The Pleasanton General Plan Housing Element allocates approximately 9,000 acres to residential development, which includes the land use designations described in **Section 4.1.1.3 (Housing)**.

4.1.2 ENVIRONMENTAL CONSEQUENCES

4.1.2.1 REGIONAL POPULATION CHARACTERISTICS

Based on the Census criteria for low-income populations, described further in **Section 4.5 (Environmental Justice)**, the 0.5 mile study area does not contain a low-income environmental justice community. However, the study area does include 56 to 76 percent minorities, which would define the study area as an environmental justice community. See **Section 4.5 (Environmental Justice)** for more detailed information on project effects to minority populations.

4.1.2.2 NEIGHBORHOODS/COMMUNITIES/ COMMUNITY CHARACTER

The project was envisioned to provide local circulation and access to "potentially developable areas" in Dublin as first described in Dublin's General Plan Environmental Impact Report (1984) as well as some capacity relief to I-580 as a secondary benefit. The current General Plan and EIR (2016) also describe the project as a physical link connecting the EEPA to the rest of Dublin and Livermore. The majority of the direct and indirect impact study area is currently inaccessible from public roadways, with the exception of two private properties accessible from Croak Road and Collier Canyon Road. In order for planned development to occur, a major east-west roadway connection is needed and is anticipated to be provided through the extension of Dublin Boulevard.

The proposed improvements would enhance access and connectivity of the community, helping to support residents' ability to access and participate in community events (i.e., concerts, farmers markets, and special events). The project would allow drivers to travel from I-680 across Dublin, the County, and Livermore to SR-84/Isabel Avenue without accessing the freeway. This would allow a greater proportion of local trips to remain on the local roadway network, but would not be anticipated to substantially increase local trips, as documented in the Transportation Impact Report completed for the project. Additionally, the provision of bus stops, bicycle lanes/paths, and pedestrian paths would allow multi-modal access along the corridor. The project would not result in changes to the populous of

the area, as it would not introduce new housing or new uses that could attract substantial numbers of new residents to the area, such as a major employment center. The project would not change community focal points or introduce a new focal point, but would rather provide a connection between downtown Dublin, eastern Dublin, and Livermore.

All roadway and associated improvements are in close proximity and parallel to the existing I-580 freeway; therefore, no new physical or perceptual barriers would be created. The changes to access in the immediate area of the project would not adversely affect the community, as the improvements would enhance circulation and access in the area.

During construction, temporary roadway closures might disrupt routines of community members for a short period of time. Residents and businesses whose access may be affected would be notified in advance of construction activity and a traffic management plan would be in place to manage construction, detours, etc. as described in **Section 5.0 (Traffic and Transportation**). No division of existing neighborhoods or disruption of routines would result from implementation of the Build Alternative.

Construction would occur over 0.5-mile from the closest community centers, and parks and recreational areas where community members usually congregate for festivals, the farmer's market, and other community events. For these reasons, the Build Alternative would not negatively affect community cohesion.

Section 6.0 (Public Involvement) provides a description of the public reaction to the project by the local communities.

4.1.2.3 HOUSING

The Build Alternative would not displace individuals or residents, necessitating the construction of replacement housing elsewhere. The existing residences identified in **Section 2.1.1 (Affected Environment)** are outside the project footprint and would remain. As previously discussed, the project is intended to provide the necessary east-west connection for the planned housing development in the study area.

No-Build Alternative

Under the No-Build Alternative, no improvements would occur and the programmed and planned roadway extension would not be met. In order for planned development to occur, a major east-west roadway connection is needed but would not be provided under the No-Build Alternative. The No-Build Alternative would have no effect on the exiting community character or cohesion.

4.1.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

As discussed, the Build Alternative would not result in impacts to Population and Housing. Therefore, no mitigation would be required.

4.2 ECONOMIC CONDITIONS

4.2.1 AFFECTED ENVIRONMENT

The majority of data reported in this section was compiled from the 2017 ACS. In assessing how the project would impact economic conditions within the adjacent jurisdictions, only the two cities that are in the immediate vicinity of the study area, Dublin and Livermore, would potentially be impacted by employment

According to Dublin's community and economic profile webpage, as of 2017, the city has a range of business sectors, including management, service, and sales, as shown in **Table 16** in **Section 4.1.1 (Affected Environment)**.[31] As reported by the Census, Dublin's employment rate is about 69 percent, while the unemployment rate is approximately 4 percent. The labor force consists of 47 percent women and 53 percent male with an educational attainment of approximately 94 percent for the total population graduating from high school and 62 percent graduating from college with a bachelor's degree or higher. The average commuting time to work is about 39 minutes, predominantly by car, truck, or van.

To help stimulate employment growth and plan for an increase in businesses, Dublin's Economic Development Element of the General Plan lists goals and policies tiered toward developing a diversity of employment opportunities. One goal includes working with the County to develop employment-supporting sites by controlling land use and zoning that allows office development in Eastern Dublin and promoting a vibrant mixed-use center with opportunities for development of office and retail space in Downtown Dublin. Maintaining economic vibrancy is an additional goal that would enhance the competitiveness of Dublin so as to maintain a strong and diverse economic base.

In looking at Livermore's employment indicators, the Census reports Livermore as having over 2,200 establishments with employment primarily in industries that include manufacturing, government, construction, professional services, and leisure, hospitality, and other related services.[32] Livermore has a 71 percent employment rate. The unemployment rate is approximately 4 percent. The labor force is comprised of 46 percent female and 54 percent male with 92 percent of the total population graduating from high school and 41 percent holding a bachelor's degree or higher. Slightly less than Dublin, the average commuting time for Livermore residents is about 32 minutes with the primary mode of transportation being by car, truck, or van.

Livermore's Economic Development and Fiscal Element of the General Plan provides policies and actionable items to promote employment in the city. For instance, a goal to balance the supply of job and housing opportunities is paired with a policy for Livermore to work toward achieving a more

[31] City of Dublin. 2017. Business-Facts Summary. Accessed from: http://www.dublin.ca.gov/DocumentCenter/View/1761/Business-Facts-3-Digit-NAICS-Summary-2016?bidId=. Last Accessed: July, 2018.
[32] ACS, 2017

balanced economy by attracting greater diversification of employment opportunities. Subsequent policies within this goal call for support and encouragement of businesses that provide jobs and would have a positive effect on Livermore's job/housing match.

As previously discussed in **Section 4.2 (Economic Conditions)** and illustrated in **Table 16** in **Section 4.1.1 (Affected Environment),** Dublin's top three sectors with the most amount of jobs are management professional, service, and sales and office. The median household income in Dublin is $138,007, which is 62 percent more than the County. With the rise of jobs in the region, Dublin would also experience growth in employment opportunities. Total jobs are expected to rise from 16,810 in 2010 to 24,100 by 2020, a 43 percent increase. By 2040, ABAG projects that Dublin would have 31,650 jobs available for residents.

Livermore's top employment sectors include manufacturing, government, construction, and professional services. Total job growth is projected to increase by 21 percent between 2010 and 2020. By 2040, Livermore is projected to have close to 53,000 jobs. Currently, the median household income in Livermore is $104,223, which is lower than the two adjacent cities in the study area.

4.2.2 ENVIRONMENTAL CONSEQUENCES

The Build Alternative would not displace any residences or businesses, and would not adversely affect the existing economy in the study area. As previously discussed, the project is intended to provide the necessary east-west connection for the planned housing development in the study area, which would contribute to the local tax revenue.

Construction activities and staging areas may cause traffic inconveniences to the ranchland activities in the study area; however, a traffic management plan would provide alternative routes to access businesses and reduce potential delays. The traffic management plan would include a stage construction and traffic handling plan, types of roadway closures, major construction operations requiring closures, total number of working days for closures, and approved detours. See **Section 5.0 (Traffic and Transportation/Pedestrian and Bicycle Facilities)**.

No-Build Alternative

Under the No-Build Alternative, no improvements would occur and the programmed and planned roadway extension would not be met. In order for planned development to occur, a major east-west roadway connection is needed but would not be provided under the No-Build Alternative. The No-Build Alternative would have no effect on the economic conditions of the study area.

4.2.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

As discussed, the Build Alternative would not result in impacts to Economic Conditions. Therefore, no mitigation would be required.

4.3 COMMUNITY FACILITIES AND SERVICES

4.3.1 AFFECTED ENVIRONMENT

4.3.1.1 COMMUNITY FACILITIES

Dublin Schools

According to the Dublin Unified School District (DUSD), over 11,500 students from preschool through adult education attend Dublin's schools. Dublin offers 7 elementary schools, 2 middle schools, 1 K-8 schools, 1 high school, and 1 alternative high school. The closest DUSD schools to the project are Cottonwood Creek K-8 School at 2400 Central Parkway, about 2 miles north, Amador Elementary School located at 2100 East Cantara Drive, 4 miles north, and Fallon Middle school at 3601 Kohnen Way, about 5 miles northwest.

Livermore Schools

The Livermore Valley Joint Unified School District (LVJUSD) serves more than 13,900 of Livermore's students in transitional kindergarten through 12th grade at 9 elementary campuses, 2 K-8 schools, 3 middle schools, 2 comprehensive high schools, and 2 alternative schools. The closest schools to the project are Rancho Las Positas Elementary School at 401 E. Jack London Boulevard, about 5 miles southeast, and Marylin Avenue Elementary School at 800 Marylin Avenue, about 6 miles southeast of the project.

Dublin Community Facilities

Dublin provides a variety of community facilities, including:

- The Dublin Public Library
- The Dublin Senior Center
- The Civic Center
- Shannon Community Center
- Heritage Park and Museums

The Dublin Senior Center is about 8 miles west of the study area, located at 7600 Amador Valley Boulevard. The Senior Center offers a variety of classes, activities, programs, and a large ballroom for events. The Dublin Civic Center is a 53,000 square-foot building about 7 miles west of the project and is home to Dublin's administrative offices and Dublin Police Services (DPS). The Shannon Community Center is a 19,700 square-foot building that provides a banquet hall for 300 people, a teaching kitchen, two preschool classroom, and meeting spaces. The Center is located about 9 miles northwest from the project. Dublin Heritage Park and Museums is a 10-acre park with historic buildings, lawns, a historic cemetery, and picnic areas. Two museums are on the site: the 1856 Murray Schoolhouse, which houses a permanent exhibit on Dublin's history and the Kolb House, a historic house museum.

Livermore Community Facilities

Livermore's community facilities include the Robert Livermore Community Center (RLCC), swim centers, and sports parks. The Robert Livermore Community Center serves as the area's recreation destination and offers 71,000 square-feet of indoor space with a Community Building, Recreation Building, and a 45,000-square-foot aquatics center. The RLCC provides activities for kids, adults, and seniors. Fairs and showcases are also held at the RLCC. The RLCC is about 5 miles southeast of the study area.

4.3.1.2 EMERGENCY SERVICES

Dublin

Fire protection services for the project are provided by the Dublin Fire Prevention Bureau (DFPB), under The Alameda County Fire Department (ACFD). The ACFD provides Dublin with 36 personnel and 3 firehouses. The closest fire station to the project is Fire Station 18, which is located about 4 miles northwest of the study area, at 4800 Fallon Road.

Police service to the direct and indirect impact study area is provided by Dublin Police Services (DPS) which operates from its headquarters at 100 Civic Plaza, approximately 7 miles from the proposed improvements. The DPS has 55 sworn officers, 4 Sheriff Technicians, and 4 professional staff. The average response time to an emergency call from the time of dispatch to a life-or-death emergency averages 3.5 minutes.

Livermore

The Livermore-Pleasanton Fire Department (LPFD) is the emergency response and community service organization Livermore. The LPFD operates 10 fire stations, 8 engines, and 121 employees. The average fire response time is 6.09 minutes as of 2017. The closest fire station to the project is Station 10 located at 330 Airway Boulevard, approximately 4 miles east of the study area.

The Livermore Police Department (LPD) has 90 officers and 45 full-time personnel. LPD headquarters is located at 1110 South Livermore avenue, approximately 8 miles southeast of the study area. The average response time to an emergency call is about 4.5 minutes.

4.3.1.3 UTILITIES

Currently there are no water, communications, and electrical utilities within the project footprint of the study area, aside from existing overhead transmission lines that run diagonally from Fallon Road to Croak Road, as shown in **Figures 3a** and **b**. These transmission lines would be relocated upon construction of the project. The following utility companies have known facilities adjacent to the proposed roadway footprint:

- **Water:** Dublin/San Ramon Services District (DSRSD)
- **Electricity:** Pacific Gas and Electric (PG&E)
- **Communications:** AT&T

4.3.2 ENVIRONMENTAL CONSEQUENCES

4.3.2.1 COMMUNITY FACILITIES

No community facilities would be acquired as part of the proposed Build Alternative, thereby avoiding direct effects. The Build Alternative would not alter the location of the I-580 freeway or existing thoroughfares providing access to community facilities. As discussed in **Chapter 3** (**Growth**), the Build Alternative would support identified growth projections with traffic improvements, and would not have growth-inducing effects that would generate increased demands for the local community facilities.

4.3.2.2 EMERGENCY SERVICES

As discussed in **Chapter 3** (**Growth**), the Build Alternative would support identified growth projections with traffic improvements, and would not have growth-inducing effects that would generate increased demands for emergency service providers. Construction of the Build Alternative may require temporary roadway closures and detouring at Fallon Road and Doolan Road, which would be planned for in a TMP. The plan would include press releases to notify and inform emergency services of upcoming road closures and detours.

4.3.2.3 UTILITIES

To provide electrical power and communications to the traffic signals, streetlights, and development areas along the project, electrical and communications conduits would be extended underground from existing sources along the roadway in a joint trench system. Extending electrical and communication conduit would require trenching and/or horizontal directional drilling to bring these services. Installation of pull boxes, controller cabinets, and service enclosures for electrical and/or fiber optic conduits would also be required.

Additionally, new underground water (potable) mains/services, recycled water mains/services, sewer mains/services, and storm drains would be provided along the roadway extension within the roadway operational footprint to provide utility access for future development.

Permanent utility easements would be required on seven private properties. Although the exact location and area of utility easements has not yet been determined, for the purposes of this CIA it is anticipated to coincide with the permanent right-of-way acquisitions identified in **Section 4.4 (Relocations and Real Property Acquisitions)**.

The Build Alternative would include the relocation of existing overhead electrical transmission lines that run diagonally from Fallon Road to Croak Road (**Figures 3a** and **b**). This would include removal of wooden poles and power lines and undergrounding of the relocated facilities as part of the proposed utility joint trenching. Existing overhead lines would be removed and power poles would be removed or abandoned (contingent upon the utility easement language between PG&E and the property owner(s). Construction of the Build Alternative would be designed and scheduled to avoid and minimize disruption of utility services in the study area.

No-Build Alternative

Under the No-Build Alternative, no changes would be made within the overall project limits. No construction activities would occur, and there would be no change in the operations of the existing freeway facility. The No-Build Alternative would have no effect on community facilities and services.

4.3.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The proposed project would not have adverse effects on community facilities and services in the study area; no avoidance, minimization, and/or mitigation would be required.

4.4 RELOCATIONS AND REAL PROPERTY ACQUISITION

4.4.1 AFFECTED ENVIRONMENT

The study area, between Fallon Road and Doolan Road, primarily consists of undeveloped grazing ranchland and open space, with intermittent rural development such as private paved and unpaved roads, fences, barns, corrals, wells, water tanks, single-family homes and various outbuildings. Single-family home properties associated large plots of grazing ranchland are located off of Croak Road, Collier Canyon Road, and North Canyons Parkway. The largest developed property is a large farm complex and associated parking lot, located in the center of the study area.

4.4.2 ENVIRONMENTAL CONSEQUENCES

The Build Alternative would be constructed within generally undeveloped private property in Dublin and the County. Private property right-of-way acquisitions would not be required in Livermore. Right-of-way acquisitions would be needed from multiple private property owners, as shown in **Table 19**.

Table 19 Permanent Right-of-Way Acquisitions

Assessor's Parcel Number	Jurisdiction	Right-of-Way Acquisition square feet (sf)
985-0027-002	Dublin	470,000 sf
905-0001-006-03	Dublin	125,000 sf
905-0001-005-02	Dublin	100,000 sf
905-0001-004-04	Dublin	90,000 sf
905-0001-004-03	Dublin	20,000 sf
905-0001-003-02	County	160,000 sf
905-0001-001-02	County	250,000 sf

Source: BKF, 2018

No displacement of any residences or businesses would be required as a result of these acquisitions.

No-Build Alternative

The No-Build Alternative would not change existing conditions; therefore, it would not have any effect on relocation and real property acquisition.

4.4.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The City will continue to implement a comprehensive community outreach program including ongoing outreach and coordination with affected property owners to minimize the impacts of access disruption or alterations as part of property acquisitions and during construction. No avoidance, minimization, and/or mitigation measures are anticipated to be required.

4.5 ENVIRIONMENTAL JUSTICE

4.5.1 AFFECTED ENVIRONMENT

Communities are generally classified environmental justice if they meet at least one of the following criteria identifying predominance minority or low-income populations.

- The low-income population is greater than 25 percent of the total population of the community, or minority population is greater than 50 percent of the total population of the community; or
- The low-income or minority population is more than 10 percentage points higher than the City or County average.

As previously discussed in **Section 4.1.1.1 (Regional Population Characteristics)**, the County is home to a diverse population, representing many races and ethnicities. Minority groups comprise 67 percent of the County, and 59 percent of Dublin. Livermore has the lowest percentage of minority populations at 36 percent. The 0.5 mile study area is comprised of 58 percent minority populations. Due to the similar percentages of minority populations in the study area relative to the County and cities as a whole, the former criteria, "*minority population is greater than 50 percent of the total population of the community*" is used for this analysis to accurately represent the environmental justice population. Under this criteria, 3 of the 5 block groups consist of environmental justice communities based on race. As displayed in **Table 20** below and **Figure 14**, the environmental justice communities are located in Dublin.

Table 20 Environmental Justice Communities - Minority

Study Area Block Group	Percent Minority
Block Group 2, Census Tract 4507442, Pleasanton, California	49%
Block Group 1, Census Tract 4507501, Dublin, California	65%
Block Group 1, Census Tract 4507511, Dublin, California	79%
Block Group 1, Census Tract 4507521, Dublin, California	83%
Block Group 3, Census Tract 4513003, Livermore, California	50%

Source: ACS, 2016

As shown in **Table 21**, the study area does not include block groups whose low-income populations are greater than 25 percent.

Table 21 Environmental Justice Communities Poverty

Study Area Block Group	Percent Poverty
Block Group 2, Census Tract 4507442, Pleasanton, California	2.9%
Block Group 1, Census Tract 4507501, Dublin, California	7.8%
Block Group 1, Census Tract 4507511, Dublin, California	3.1%
Block Group 1, Census Tract 4507521, Dublin, California	1.1%
Block Group 3, Census Tract 4513003, Livermore, California	6.6%

Source: ACS, 2016

Given the minority and poverty demographic data, three block groups within the study area would be considered environmental justice communities based on race. These block groups are located immediately adjacent and within the project limits, as shown in **Figure 2**.

4.5.2 ENVIRONMENTAL CONSEQUENCES

The Build Alternative would be constructed entirely within Census Block Groups that meet the environmental justice community criteria for race. However, these environmental Block Group extend well beyond the project footprint (up to 1.5 miles), and encompasses the residents of the larger housing developments in Dublin. In looking at the regional context for community impacts, the project's

purpose as an improvement to east-west local roadway connectivity and congestion reliever would benefit both environmental and non-environmental justice communities. The project would enable access to jobs and community services by providing a new route between Dublin and Livermore.

As previously discussed in this chapter, the areas immediately surrounding the proposed roadway extension are largely vacant grazing ranchlands, and the Build Alternative would not result in localized adverse effects on existing communities. The following discussions summarize the localized impacts from the Build Alternative that are detailed in the environmental technical reports for this project. The Build Alternative would not disproportionately affect environmental justice communities.

4.5.2.1 NOISE

The following information is based on the draft Noise Study report prepared for the project in May, 2018.

Roadway work includes constructing four travel lanes and bicycle and pedestrian facilities. Construction of the project would include demolition, earthwork, paving, pile driving, concrete/rebar/formwork, utility trenching, and roadway striping. Construction noise would mostly be of concern in areas where impulse-related noise levels from construction activities would concentrated for extended periods of time in areas adjacent to noise sensitive receptors, where noise levels from individual pieces of equipment are substantially higher than ambient conditions, or when construction activities would occur during noise-sensitive early morning, evening, or nighttime hours. Although the overall construction schedule is anticipated to occur over a period exceeding 12 months, roadway construction activities typically occur for relatively short periods of time.

Most construction phases would generate average noise levels that would exceed ambient daytime noise levels at adjacent land uses. Site preparation or pile driving would generate average noise levels approximately 20 to 25 A-weighted decibels/equivalent sound level over 1 hour (dBA $L_{eq[h]}$)[33] higher than ambient noise conditions. Maximum instantaneous noise levels generated by typical construction activities would generally be 5 to 10 dBA above existing maximum noise levels generated by traffic on I-580. Maximum instantaneous noise levels generated by impact pile driving activities would generally be 20 to 30 dBA above existing maximum noise levels generated by traffic on I-580. With the exception of construction phases involving impact tools, noise levels would not be expected to exceed the quantitative noise limits established Caltrans or local noise ordinances.

Once the project is completed, future noise impacts are calculated to increase by up to 2 dBA over existing conditions under 2040 build conditions. These noise level increases are not considered substantial. Noise increase thresholds would not apply to future receptors that are not planned,

[33] A-weighted Sound Level (dBA) is the sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. $L_{eq[h]}$ is the Equivalent Sound Level over one hour.

programmed, and approved prior to project approval. Noise abatement is considered where noise impacts are predicted in areas of frequent human use that would benefit from a lowered noise level. As no traffic noise impacts are anticipated, no noise abatement measures are required.

4.5.2.2 AIR QUALITY

As documented in the Air Quality Report prepared for the project in August 2018, site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment powered by gasoline and diesel engines are also anticipated and would include CO, NOX, VOCs, directly emitted PM10PM10 and PM2.5, and toxic air contaminants (TACs) such as diesel exhaust particulate matter. Construction-period best management practices would be employed to minimize temporary air quality degradation, and would be adequate to ensure construction-period dust and emissions are acceptable and below established regional and federal thresholds.

Operational emissions from the project would be minor, and would represent a decrease in criteria pollutants when compared to regional existing conditions, as a result of cleaner vehicles which are assumed in regional modeling. In the immediate project vicinity (within 500 feet of the new roadway extension), criteria pollutant emissions during operation would similarly be minimal. While no threshold is set for these emissions under NEPA, they are compared against Bay Area Air Quality Management District (BAAQMD) thresholds in **Table 22** below to contextualize the emissions.

Table 22 Daily Project Operational Emissions in pounds per day

Scenario	ROG	NOx	CO	PM10 Total	PM2.5 Total
2015 No Project	--	--	--	--	--
BAAQMD Thresholds	*54*	*54*	*n/a*	*82*	*54*
Exceed Threshold?	**No**	**No**	**n/a**	**No**	**No**
2025 No Project	--	--	--	--	--
2025 Project	4.94	13.84	45.74	3.26	1.38
BAAQMD Thresholds	*54*	*54*	*n/a*	*82*	*54*
Exceed Threshold?	**No**	**No**	**n/a**	**No**	**No**
2040 No Project	--	--	--	--	--

Scenario	ROG	NOx	CO	PM10 Total	PM2.5 Total
2040 Project	4.51	13.87	41.72	4.95	2.02
BAAQMD Thresholds	*54*	*54*	*n/a*	*82*	*54*
Exceed Threshold?	**No**	**No**	**n/a**	**No**	**No**

Source: Illingworth & Rodkin, 2018

As shown above in **Table 22**, operational emissions would not be substantial. Similarly, increased cancer risk as a result of the project was found to be minimal, and was below BAAQMD thresholds. Based on the above, both non-environmental justice and environmental justice communities would not be subject to increased air pollution or health risks as a result of the project.

4.5.2.3 AESTHETIC CHARACTER

The following information is based on the draft Visual Impact Assessment (VIA) prepared for the project in June, 2018.

Implementation of the project would result in changes to the existing visual environment. A separate Visual Impact Assessment (VIA) has been prepared to evaluate this issue.

Implementation of the Build Alternative would moderately lower the visual character and visual quality of the visual impact study area. Viewers would experience an increased level of roadway dominance where the roadway extension would linearly disrupt the continuity of the open space spanning the visual impact study area. At night, new street lighting would introduce a new source of glare. Together, these visual changes would be moderate. While implementation of the Build Alternative would include the addition of man-made features, the rolling hills and open space used for grazing land would continue to be the dominant visual feature in the visual impact study area. Therefore, the Build Alternative would not result in a substantial visual change to the existing setting and would not adversely affect existing key elements of visual character. As a result, the Build Alternative would not substantially degrade the existing visual character or the quality of the visual impact study area. Furthermore, both non-environmental justice and environmental justice communities would not be subject to substantial or negative changes in aesthetic character.

No-Build Alternative

Under the No-Build Alternative, no improvements would occur and the programmed and planned roadway extension would not be met. In order for planned development to occur, a major east-west roadway connection is needed but would not be provided under the No-Build Alternative. The No-Build Alternative would have no effect on environmental justice communities.

4.5.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Based on the above discussion and analysis, the Build Alternative would not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of Executive Order 12898. No further environmental justice analysis is required.

This Page Intentionally Left Blank

5.0 Traffic and Transportation/ Pedestrian and Bicycle Facilities

5.1 AFFECTED ENVIRONMENT

5.1.1 ACCESS, CIRCULATION, AND PARKING

5.1.1.1 ROADWAY SYSTEM

Roadway facilities in the 0.5 mile study area include:

I-580

This freeway extends in an east/west direction from San Rafael in the west to Tracy in the east. In Dublin, the I-580 forms the southern city boundary with four to five lanes in each direction. There are two eastbound express lanes and one westbound express lane between the I-580/I-680 interchange and Greenville Road. Carpools of two or more can use the lanes for free while solo-drivers are able to use them by paying a toll. I-580 is most directly accessible to the project via the Fallon Road and Airway Boulevard interchanges.

I-680

The I-680 freeway is a north/south designated scenic highway that is part of the interstate freeway system connecting San José to I-80 near Fairfield. This facility traverses the City of Dublin with an interchange at I-580 in western Dublin, as well as on- and off-ramps near Dublin Boulevard. South of I-580 it is a six-lane freeway, and north of I-580 it generally provides eight lanes, including Express Lanes which were completed in Fall 2017.

Dublin Boulevard

Dublin Boulevard is an east-west arterial roadway that extends from west of San Ramon Road in Dublin to its current terminus at Fallon Road. The Dublin General Plan identifies the proposed project by extending Dublin Boulevard to North Canyons Parkway in Livermore. It is generally a four to six lane facility with a landscaped median. No on-street parking is permitted on this facility. Shared bicycle facilities (bike route), bicycle lanes and sidewalks are provided on portions of Dublin Boulevard.

Fallon Road/El Charro Road

Fallon Road is a north-south arterial roadway that connects I-580 to Tassajara Road in Dublin. It currently provides two travel lanes in each direction between I-580 and Central Parkway; this segment is ultimately planned to provide three and four lanes in each direction north and south of Dublin

Boulevard, respectively. The posted speed limit near the project area is 45 mph. This roadway is being upgraded as development occurs on parcels fronting the roadway to enhance sidewalks and bicycle facilities along its length.

North Canyons Parkway

North Canyons Parkway in Livermore is an east-west major street north of I-580. This arterial is primarily a four-lane divided roadway with left-turn pockets where applicable. The street currently terminates at Doolan Road to the west and becomes Portola Avenue to the east at Collier Canyon Road.

Portola Avenue

Portola Avenue in Livermore is a major east-west street, located in northern Livermore that operates north of downtown. South of I-580, this arterial is primarily a four-lane divided roadway with left-turn pockets where applicable; north of I-580, this arterial varies from two lanes to six lanes. The roadway connects several neighborhoods and businesses and provides direct connection to other major arterials throughout northern Livermore.

Isabel Avenue

Isabel Avenue in Livermore is a north-south major street, a portion of which is also designated as State Route 84. Isabel Avenue typically carries heavy commuter traffic along western Livermore. The arterial traverses the entire length of the City of Livermore, provides direct access to I-580, and connects several neighborhoods and commercial areas in western Livermore. Isabel Avenue provides two travel lanes in each direction near I-580, three travel lanes in each direction between Airway Boulevard and Stanley Boulevard and reduces to one travel lane in each direction south of Stanley Boulevard, with left-turn pockets at key locations. Isabel Avenue would provide access to the proposed Isabel BART Station (Isabel Station) facilities north and south of I-580.

Murrieta Boulevard

Murrieta Boulevard is a north-south major street located in western Livermore. The arterial includes two lanes in each direction, with a raised median and left-turn pockets at most intersections. The street connects to Portola Avenue in the north and Fourth Street in the south.

Airway Boulevard

Airway Boulevard is a major street located in western Livermore that connects Isabel Avenue and E. Airway Boulevard to North Canyons Parkway through the I-580 interchange. Bicycle lanes are provided south of the I-580 interchange to Isabel Boulevard. No bicycle facilities are provided through the I-580 interchange. Pedestrian facilities are sporadic along the facility mainly in areas with new development. Across the interchange, sidewalks are provided only on the east side.

Tassajara Road

Tassajara Road is a north-south arterial roadway in Dublin that extends north from I-580 into San Ramon. South of I-580, Tassajara Road continues as **Santa Rita Road**, a four- to six-lane arterial in Pleasanton that connects I-580 with Downtown Pleasanton. Tassajara Road is a four to six lane facility through Dublin with added capacity at intersections. Bicycle lanes are provided from Dublin Boulevard to north of N. Dublin Ranch Drive, where the roadway transitions to provide two travel lanes. Sidewalks are provided adjacent to the developed areas along Tassajara Road. On-street parking is not permitted. Both Tassajara Road and Santa Rita Road are routes of regional significance.

Bicycle and Pedestrian Facilities

See **Section 2.5.1.2 (Trails and Bikeways)** for a description of the limited bicycle facilities in the study area. Pedestrian facilities include sidewalks, pathways, crosswalks, and pedestrian signals. Sidewalks are provided along most roadways in Dublin where land uses have been developed adjacent to the roadway. Since the direct and indirect impact study area is largely undeveloped grazing land, there are few sidewalks in the vicinity of the proposed roadway extension.

Parking

There are no parking facilities in the study area.

5.1.1.2 PUBLIC TRANSPORTATION

Transit service in the 0.5 mile study area is provided by LAVTA's Wheels, The County Connection, BART, and ACE.

BART

The closest BART station to the study area is the Dublin/Pleasanton Station located 3.5 miles west of the intersection of Fallon Road and Dublin Boulevard. BART train frequency ranges between 15-20 minutes from approximately 5:00 AM to 12:00 AM. BART recently released the BART to Livermore project EIR. The BART to Livermore extension would extend BART by 5.5 miles along I-580 from the existing Dublin/Pleasanton Station to a new facility near the Isabel Avenue interchange in Livermore.[34]

Altamont Commuter Express

The Altamont Commuter Express train system operates weekday service between Stockton and San Jose with Tri-Valley stops in Downtown Pleasanton and Livermore. Travel time from Stockton to Pleasanton is approximately 1 hour and 15 minutes, while travel time from Pleasanton to San José is approximately one hour.

[34] As of May, 2018, the BART to Livermore Extension was not granted permission to advance as a proposed project. Continued planning for a rail connection between BART, ACE, and the San Joaquin Valley is being conducted by the Tri-Valley San Joaquin Valley Regional Rail Authority.

Wheels

Wheels provides fixed-route bus services in the cities of Dublin, Livermore, Pleasanton and unincorporated portions of the County. The bus schedules are also coordinated with ACE and BART trains during peak commute hours. The Wheels Rapid system has one route in the study area, 30R, that runs on I-580 between Airway Boulevard in Livermore and Fallon Road in Dublin.

5.2 ENVIRONMENTAL CONSEQUENCES

5.2.1 ACCESS, CIRCULATION, AND PARKING

5.2.1.1 ROADWAY SYSTEM

The purpose of the Build Alternative is to provide east-west local roadway connectivity between Dublin and Livermore and relieve traffic congestion. The Build Alternative would improve motorists' access and circulation in the study area. Temporary street closures may result during periods of construction, however, detour signage would direct motorist to alternative routes through implementation of the TMP.

5.2.1.2 BICYCLES AND PEDESTRIAN FACILITIES

The Build Alternative would construct a new roadway that includes street bicycle facilities, a parkway strip and separated sidewalk or a separated Class I bike path/multi-use pathway. These facilities do not currently exist in the study area, and would be an improvement to the local and regional bicycle and pedestrian network (see **Section 2.5, Parks and Recreation**).

No on-street parking is proposed as part of the Build Alternative.

5.2.1.3 PUBLIC TRANSPORTATION

Upon construction of the Build Alternative, Wheels 30R bus line is planned to be relocated from I-580 to the new Dublin Boulevard-North Canyons Parkway extension, which would bypass peak commute period congestion on the freeway. The Build Alternative also provides the option for future transit improvements including dedicated transit lanes and queue jumps. A queue jump provides preference to transit vehicle by providing an additional approach lane to the intersection. This lane is often restricted to transit vehicles only but may serve a dual purpose as a right turn lane. The relocated bus line and optional transit signalization options are anticipated to improve regional transit travel times, and improve connections to ACE and BART trains, which may increase ridership.

5.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The Build Alternative is anticipated to improve circulation and access for motorists and multi-modal travel; no avoidance, minimization, and/or mitigation measures would be required.

6.0 Public Involvement

6.1 COMMUNITY BASED ORGANIZATIONS

Please see **Section 6.2 (Stakeholders)** for more information about community members involved in the public meeting process.

6.2 STAKEHOLDERS

Two meetings were held to inform the public about the project. A scoping meeting was conducted on Wednesday, May 31, 2017 at the Dublin City Hall Regional Meeting Room. Ten members of the community attended and provided feedback on the project via comment cards. In addition to a scoping meeting, a meeting for property owners was also conducted on Wednesday, May 31, 2017. The meeting was attended by 5 property owners. A total of 36 public comments, from individual members of the public, representatives of community groups and private organizations, and state agencies, were received on the Notice of Preparation. A second community meeting will be held in November 2018 upon the circulation of the draft environmental document. Comments received during the scoping meeting and future public meetings during circulation of the draft environmental document will be take into consideration by the project team and, where applicable, included in the final environmental document.

6.3 OUTREACH TO MINORITY AND LOW-INCOME COMMUNITIES

As described in **Section 4.5 (Environmental Justice)**, there are no low-income populations within the study area. However, communities within the 0.5 mile study area do have minority populations. Please see **Section 6.2 (Stakeholders)** for more information about community members involved in the public meeting process.

6.4 RESULTS

Comments provided primarily described support for the extension of Dublin Boulevard and connection to Livermore. Other comments expressed concern for the impacts the project would have on the proposed BART extension, traffic in Dublin and Livermore, and whether existing property owners were amenable to the project. Additional comments requested that the EIR account for the widest potential footprint and for Dublin to install separated bicycle and pedestrian paths. Copies of all scoping comments are available from the City of Dublin.

The project design includes separated bicycle and pedestrian paths, and this analysis, along with all analysis completed in the EIR/EA, takes into consideration the maximum project footprint. As the BART Board declined to move forward on the BART to Livermore Extension Project in May 2018, the project's

relationship to the BART extension is of less concern at this time. However, the project design would not conflict with or present obstacles for future implementation of a light rail extension from the Dublin/Pleasanton BART Station. The City has conducted thorough outreach to existing property owners and continues to work closely with them; property owners along the proposed roadway extension are generally amenable to the project. A Transportation Impact Analysis has been completed for the project which evaluates how the project would affect the use of local roadways, and these impacts will be evaluated in the EIR/EA.

7.0 References

American Community Survey. 2012-2016. *Mean of transportation to work by selected characteristics* (S0802).

American Community Survey. 2012-2016. *Educational Attainment* (S1501).

American Community Survey. 2012-2016. *Occupation by sex for the civilian employed population 16 years and over* (S2401).

American Community Survey. 2012-2016. *Employment status* (S2301).

American Community Survey. 2012-2016. *Comparative Housing Characteristics* (CP04).

Alameda County Williamson Act FY 2014/2015. Accessed from: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Alameda_14_15_WA.pdf. Last Accessed: June 20, 2018.

Association of Bay Area Governments. 2013. *Plan Bay Area 2040*. Accessed from: https://www.planbayarea.org/. Last Accessed: July, 2018.

BKF. Dublin Blvd-North Canyons Parkway Extension Project: Interim Master Data Request. 2018.

Caltrans, *SER Guidelines, Guidance for Preparers of Growth-related, Indirect Impact Analysis, Chapter 5*. Available online at: http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm#ch5. Last Accessed: April, 2014.

City of Dublin. 2005. *Draft Supplemental Environmental Impact Report*.

City of Dublin. 2015. *General Plan, Land Use and Circulation*: Circulation and Scenic Highways Element.

City of Dublin. 2016. *Eastern Dublin Specific Plan*.

City of Dublin. 2016. *Draft Environmental Impact Report Kaiser Dublin Medical Center Project*.

City of Dublin. 2017. Business-Facts Summary. Accessed from: http://www.dublin.ca.gov/DocumentCenter/View/1761/Business-Facts-3-Digit-NAICS-Summary-2016?bidId=. Last Accessed: July, 2018.

City of Livermore. 2014. General Plan.

City of Livermore. 2015. *City of Livermore 2015 Housing Element*. Accessed from: http://www.cityoflivermore.net/civicax/filebank/documents/14139/. Last Accessed: July, 2018.

City of Pleasanton. 2012. *General Plan Land Use Map*. Accessed from: https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23897. Last Accessed: July, 2018.

Farmland Mapping and Monitoring Program, 2014. Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/ala14.pdf; last accessed: June 20, 2018

Kittelson & Associates. 2018. *Transportation Impact Analysis: Dublin Boulevard-North Canyons Parkway Extension*.

San Francisco Bay Area Rapid Transit District. 2017. *BART to Livermore Extension Project Draft Environmental Impact Report Volume 1*.

U.S. Census. 2012. About Race. Available online: http://www.census.gov/population/race/about/. Last Accessed: July, 2018.

U.S. Census. 2014. Methodology. Access from: https://www.census.gov/programs-surveys/acs/methodology.html. Last Accessed: July, 2018.

U.S. Department of Health and Human Services. 2018. HHS Poverty Guidelines for 2018. Available online: https://aspe.hhs.gov/poverty-guidelines. Last Accessed: June, 2018.

Zillow Real Estate. 2018. *Alameda County Home Prices and Values*. Accessed from: https://www.zillow.com/alameda-county-ca/home-values/. Last accessed: July, 2018.

Zillow Real Estate. 2018. *Dublin Home Prices and Values*. Accessed from: https://www.zillow.com/dublin-ca/home-values/. Last accessed: July, 2018.

Zillow Real Estate. 2018. *Livermore Home Prices and Values*. Accessed from: https://www.zillow.com/livermore-ca/home-values/. Last accessed: July, 2018.

Appendix A: Natural Resources Conservation Service Form NRCS-CPA-106

This Page Intentionally Left Blank

From:	Oster, Ken - NRCS, Templeton, CA
To:	Brianna Bohonok
Subject:	RE: NRCS-CPA-106 - Dublin Blvd Extension - Completed for parts assigned to NRCS
Date:	Thursday, February 14, 2019 11:13:40 AM
Attachments:	CPA-106 Dublin Blvd Extention Completed for parts assigned to NRCS 2-14-2019.pdf

Hi Brianna,

I've attached the form CPA-106 completed for parts assigned to NRCS.
Your map was all I needed to complete the form.
This project does not cross prime, unique, statewide, or locally important farmland.
I don't need the items I requested in the e-mail below.

Thanks.

Ken Oster
Soil Scientist
NRCS
Office: 805.434.0396 x 3182

From: Oster, Ken - NRCS, Templeton, CA
Sent: Wednesday, February 13, 2019 4:13 PM
To: Brianna Bohonok <b.bohonok@circlepoint.com>
Subject: RE: NRCS-CPA-106 - Dublin Blvd Extension

Hi Brianna,

I started working on your form AD-106, but I need a little more help.
In addition to Part I, would you please fill in values in Part III?
In Part III A, give the acres of farmland that will be directly converted to non-farmland
In Part III B, give the acres of farmland that will be indirectly converted because the project prevents access.
Part III C is the sum of A and B.

The shapefile I need would give the area of these directly and indirectly converted farmland.

I got the *.shp alone, but I can't open it.
A useable shapefile consists of 3 related files with the following extensions:
*.sbn
*.sbx
*.shp
*.shx
Would you please send these to me?
Often times other consultants send them in a zip file.

If you want to chat with me, I'll be in until 4:30 PM today, and back in tomorrow after 8:00 AM.

Thanks.

Ken Oster
Soil Scientist
NRCS
Office: 805.434.0396 x 3182

From: Brianna Bohonok <b.bohonok@circlepoint.com>
Sent: Tuesday, February 12, 2019 12:10 PM
To: Oster, Ken - NRCS, Templeton, CA <Ken.Oster@ca.usda.gov>
Cc: Gordon Sweet <GSweet@BKF.com>; Obaid Khan <Obaid.Khan@dublin.ca.gov>
Subject: RE: NRCS-CPA-106 - Dublin Blvd Extension

Hi Ken,

Attached is the shapefile you requested showing the project footprint. I've also reattached the CPA-106 form with Part 1 completed. Please let us know if you need anything else.

Best,

Brianna Ceglia Bohonok, AICP, Project Manager
Circlepoint | 200 Webster Street, Suite 200, Oakland, CA 94607
tel 510.285.6761 | cell 585.808.4412 | www.circlepoint.com

Please note: my typical work hours are Monday – Friday, 8:30am-4:30pm.

From: Brianna Bohonok
Sent: Tuesday, January 29, 2019 1:13 PM
To: 'ken.oster@ca.usda.gov'
Cc: Gordon Sweet; 'Obaid Khan'
Subject: RE: NRCS-CPA-106 - Dublin Blvd Extension

Hi Ken,

Just wanted to check in on this and confirm you received our request. Thank you,

Brianna Ceglia Bohonok, AICP, Project Manager
Circlepoint | 200 Webster Street, Suite 200, Oakland, CA 94607
tel 510.285.6761 | cell 585.808.4412 | www.circlepoint.com

Please note: my typical work hours are Monday – Friday, 8:30am-4:30pm.

From: Brianna Bohonok
Sent: Friday, January 25, 2019 10:24 AM
To: 'ken.oster@ca.usda.gov'
Cc: Gordon Sweet; 'Obaid Khan'
Subject: NRCS-CPA-106 - Dublin Blvd Extension

Hi Ken,

Following up on my voicemail, I was referred to you by Caltrans District 4 Local Assistance staff. Circlepoint is preparing CEQA and NEPA documentation for the Dublin Blvd Extension project in Alameda County. As a part of this process, Caltrans has requested that we get NRCS concurrence on our assessment of farmlands in the project area. I've attached the NRCS-CPA-106 form with Part I completed, along with mapping referenced to complete the form.

Could you please let me know if you are the appropriate contact for projects in Alameda County? If so, we look forward to your feedback on the attached materials.

Many thanks,

Brianna Ceglia Bohonok, AICP, Project Manager
Circlepoint | 200 Webster Street, Suite 200, Oakland, CA 94607
tel 510.285.6761 | cell 585.808.4412 | www.circlepoint.com

Please note: my typical work hours are Monday – Friday, 8:30am-4:30pm.

The information contained in this e-mail may be privileged, confidential or protected from disclosure. If you are not the intended recipient, any dissemination, distribution or copying is strictly prohibited. If you have received this e-mail in error, please notify the sender by replying to this message and delete this e-mail and all copies.

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request **12/4/18**	4. Sheet 1 of _____
1. Name of Project **Dublin Boulevard-North Canyons Parkway**	5. Federal Agency Involved **Federal Highway Administration**	
2. Type of Project **Local Roadway Extension**	6. County and State **Alameda County, California**	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS **1/25/19**	2. Person Completing Form **Ken Oster**
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☑		4. Acres Irrigated | Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction **Acres:** **%**	7. Amount of Farmland As Defined in FPPA **Acres:** **%**
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS **2/14/19**

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment _____			
	Corridor A	**Corridor B**	**Corridor C**	**Corridor D**
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*				
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — **Maximum Points**				
1. Area in Nonurban Use — 15				
2. Perimeter in Nonurban Use — 10				
3. Percent Of Corridor Being Farmed — 20				
4. Protection Provided By State And Local Government — 20				
5. Size of Present Farm Unit Compared To Average — 10				
6. Creation Of Nonfarmable Farmland — 25				
7. Availablility Of Farm Support Services — 5				
8. On-Farm Investments — 20				
9. Effects Of Conversion On Farm Support Services — 25				
10. Compatibility With Existing Agricultural Use — 10				
TOTAL CORRIDOR ASSESSMENT POINTS — 160	0	0	0	0
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment) — 160	0	0	0	0
TOTAL POINTS *(Total of above 2 lines)* — 260	0	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

Clear Form

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?
More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with $1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points