

## 3.11 Land Use and Planning

### 3.11.1 Introduction

This section describes the regulatory setting and environmental setting for land use and planning in the vicinity of the Proposed Project (including all track variants, technology variants, and the Greenville and Mountain House interim operating segments [IOS]) and the alternatives analyzed at an equal level of detail (Southfront Road Station Alternative, Stone Cut Alignment Alternative, West Tracy Operation and Maintenance Facility [OMF] Alternative, Mountain House Station Alternative, and Downtown Tracy Station Parking Alternatives 1 and 2). It also describes the impacts on land use and planning that would result and mitigation measures that would reduce significant impacts, where feasible.

The Proposed Project would traverse San Joaquin and Alameda Counties and would include portions of the following cities: Dublin, Pleasanton, Livermore, Tracy, and Lathrop. Existing land uses consist of varying levels of urban, suburban, and rural development. The Proposed Project is surrounded by agricultural, residential, industrial, and commercial uses.

As described in Chapter 2, *Project Description*, the Proposed Project would operate within the median of Interstate (I-) 580 between the western terminus at the Dublin/Pleasanton Station and the Greenville Station; on the Alameda County Transportation Corridor right-of-way (ROW) between the Greenville Station and the Alameda/San Joaquin County line; and on Union Pacific Railroad (UPRR) ROW from the Alameda/San Joaquin County line to the eastern Project terminus at the North Lathrop Station. The Proposed Project would enter into trackage rights agreements with UPRR to operate on portions of their tracks. Where the Proposed Project would operate on UPRR tracks, the Proposed Project could potentially share the tracks with freight trains dispatched by UPRR.

The evaluation of rail operation and infrastructure on nearby land uses is largely a function of how the rail activities support or impede the activities and functions that occur at different land uses. Some uses, like residential neighborhoods, are more sensitive to changes to the physical environment, and substantial alterations to the visual, noise, safety, and transportation setting can disrupt and interfere with the character and enjoyment of the uses. Other uses, such as manufacturing facilities or intensive crop agriculture, are less sensitive to such changes and would not be significantly affected by new uses or activities that alter the physical setting. Because land use compatibility and impacts are a function of other factors, this section is closely related to other resource topics (see Sections 3.1, *Aesthetics*; 3.2, *Agricultural Resources*; 3.3, *Air Quality*; 3.12, *Noise and Vibration*; 3.13, *Population and Housing*; 3.14, *Public Services*; 3.15, *Recreation*; 3.16, *Safety and Security*; 3.17, *Transportation and Traffic*; and 3.18, *Utilities and Service Systems*). Analysis in those sections supplement this land use evaluation, and mitigation measures identified in those sections would also aid in reducing land use conflicts or incompatibilities with the Proposed Project.

There would be no differences in impacts on land use and planning due to the diesel multiple unit (DMU), hybrid battery multiple unit (HBMU), battery-electric multiple unit (BEMU) or diesel locomotive haul (DLH) technology variants, so the discussion in this section does not discuss those variants. Potential impacts associated with implementation of the Proposed Project and the alternatives analyzed at an equal level of detail assume the larger environmental footprint at

proposed and alternative stations associated with a potential IOS (i.e., Greenville IOS, Mountain House IOS, Southfront Road Station Alternative IOS, and Mountain House Alternative IOS) and/or the expanded parking in 2040. As such, the analysis of the Proposed Project and the alternatives analyzed at an equal level of detail below considers the potential impacts associated with a potential IOS and/or the expanded parking in 2040.

Cumulative impacts from identified projects on land use and planning, in combination with planned, approved, and reasonably foreseeable projects, are discussed in Chapter 4, *Other CEQA-Required Analysis*.

### **3.11.2 Regulatory Setting**

This section summarizes federal, state, regional, and local regulations (including land use and transportation plans) related to land use and planning and applicable to the Proposed Project and alternatives analyzed at an equal level of detail.

#### **3.11.2.1 Federal**

There are no federal regulations related to land use and planning.

#### **3.11.2.2 State**

##### **California Sustainable Communities and Climate Protection Act**

The California Sustainable Communities and Climate Protection Act (Senate Bill [SB] 375) requires regional planning agencies to develop regional land use plans (sustainable communities strategies [SCSs]) to meet greenhouse gas emission reduction goals set forth in the California Global Warming Solutions Act (Assembly Bill 32). These plans address reducing vehicle miles traveled by co-locating uses to shorten necessary trips and by coordinating land use and transportation/transit planning. Coordination is enforced by requiring transportation planning projects to comply with the SCSs to receive state funding. SB 375 also allows projects that meet regional SCSs to qualify for California Environmental Quality Act (CEQA) exemptions or streamlining.

The Proposed Project would traverse regions covered by regional transportation plans (RTPs)/SCSs of the San Joaquin Council of Governments, Metropolitan Transportation Commission (MTC), and Association of Bay Area Governments.

##### **General Plans**

The California State Planning and Zoning Law delegates most of the state's local land use and development decisions to cities and counties. California Government Code Section 65301 requires every city and county to adopt a general plan. General plans lay out the pattern of future residential, commercial, industrial, agricultural, open space, public, and recreational land uses within a community. Local jurisdictions implement their general plans by adopting zoning, subdivision, grading, and other ordinances. Zoning identifies the specific types of land uses or forms of development that may be allowed on a given site and establishes regulations that are imposed on new development. Zoning regulations vary from jurisdiction to jurisdiction. Typical zoning regulations address permissible types of uses, the density and size of structures, the siting of structures relative to parcel boundaries, architectural design, and the percentage of building coverage allowed relative to the overall square footage of a parcel.

The Proposed Project includes permanent facilities outside the existing ROW. These facilities would be located in various cities and unincorporated county areas and overlap with various adopted General Plans.

### **Specific, Precise, and Area Plans**

A specific plan is a tool for the systematic implementation of a city or county general plan. A specific plan effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. Precise plans are flexible documents adopted by some California cities to facilitate the use of innovative or unconventional urban planning techniques. Area plans are plans that cover specific subareas of a community. Within these plans, general policies contained in the general plan elements are made more precise as the policies relate to specific parts of the jurisdiction.

The area of analysis overlaps with, or runs adjacent to, several adopted specific, precise, or area plans that address land development in defined geographic areas within a jurisdiction.

### **3.11.2.3 Regional and Local**

Appendix I, *Regional Plans and Local General Plans*, provides a list of applicable goals, policies, and objectives from regional and local plans of the jurisdictions in which the Proposed Project is proposed. Section 15125(d) of the State CEQA Guidelines requires an environmental impact report (EIR) to discuss “any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans.” These plans were considered during the preparation of this analysis and were reviewed to assess whether the Proposed Project would be consistent with the plans of relevant jurisdictions.

#### **Authority Policy**

As discussed in Chapter 1, *Introduction*, the Board-adopted transit-oriented development (TOD)<sup>1</sup> policy supports the regional goals of both San Joaquin County and the Bay Area by encouraging the development of station area plans tailored to the goals and objectives of each community. At a minimum, these plans will define the land use plan for the area, zoning, design standards, parking policies and station access plans. The TOD policy, along with the Board-adopted sustainability policy, presents strategies to create vibrant and livable station area communities within the proposed station environs.

#### **Metropolitan Transportation Commission Resolution 3434**

The MTC Resolution No. 3434 requires certain specified transit projects to meet a minimum corridor threshold for existing and planned housing development within 0.5 mile of transit stations, as well as station area planning and corridor working groups to achieve the thresholds in order for the specified projects to qualify for funding through MTC. The Valley Link Project is not included in the specified transit projects included in Resolution 3434 and thus this policy does not apply.

---

<sup>1</sup> Transit-oriented development (TOD) is characterized by dense mixed-use development in proximity to a transit station such that residents and employees of and visitors to the surrounding development can walk to the transit station.

## Consistency Analysis

CEQA requires that an EIR consider whether a proposed project may conflict with a land use plan, policy, or regulation (including but not limited to general plans, specific plans, or zoning ordinances) that was adopted for the purpose of avoiding or mitigating an environmental effect. The plans described in Appendix I were reviewed to assess whether the Proposed Project would be consistent with the general plans of relevant jurisdictions. An inconsistency with regional plans and local general plan policies is not necessarily considered a significant impact under CEQA, unless it is related to a physical impact on the environment that is significant in its own right.

Implementation of the Proposed Project would be consistent with most of the applicable general plan goals, objectives, and policies of affected jurisdictions. The land use plans, as further discussed under Impact LU-2, include policies to integrate land use and transportation planning and maintain orderly, compact, and balanced land uses. As described in the Tri-Valley–San Joaquin Valley Regional Rail Authority’s (Authority) Project Feasibility Report (October 2019), the Proposed Project would increase connectivity and transportation options for the cities and counties where it would provide service and would support the ability of cities to pursue TOD where stations are proposed. Areas around the proposed Isabel Station, Downtown Tracy Station, and River Islands Station have a primary focus on station area planning in support of TOD and smart growth. The Proposed Project would complement and be consistent with regional and local plans concerning land use patterns and intensities throughout the Project corridor. For station area planning, the Authority is committed to working with communities to identify and incorporate high-priority local goals and objectives for individual stations. The Proposed Project would provide improved mobility and an alternative to automobile travel, which is especially beneficial for regional planning agencies in meeting their responsibilities under SB 375 to promote and implement an SCS.

Chapter 1, *Introduction*, provides additional information on how the Proposed Project is consistent with and complements regional and local plans including RTPs and the California State Rail Plan. Chapter 4, *Other CEQA-Required Analysis*, provides additional information on the Proposed Project’s consistency with future regional and local plans and programs under consideration.

There are instances, however, in which the Proposed Project could be inconsistent with the local plan goals, objectives, and policies. In particular, the following local policies emphasize future development within existing cities and the preservation of rural and agricultural uses in unincorporated and incorporated areas.

- San Joaquin Council of Governments 2018 RTP/SCS: Strategy 1 (San Joaquin Council of Governments 2018)
- City of Livermore General Plan Objective LU-5.1 and Policies LU-1.1 P1 and LU-18.1 P3 (City of Livermore 2004)
- City of Tracy General Plan Policies LU-8.1 P1 and LU-8.1 P3 (City of Tracy 2011a)
- San Joaquin County General Plan Policies LU-2.1, LU-22.16, and C-1.5 (County of San Joaquin 2016)
- Association of Bay Area Governments and Metropolitan Transportation Commission: Target 4 (MTC and ABAG 2017)

Several Project facilities would be sited in locations with agricultural uses. These potential inconsistencies are discussed in further detail under Impact LU-2 in Section 3.11.4, *Impact Analysis*.

### 3.11.3 Environmental Setting

This section describes the environmental setting for the Proposed Project related to land use and planning by geographic segments. For the purpose of this analysis, the study area for land use and planning is defined as the area within 0.5 mile of the Proposed Project's environmental footprints.

This study area around the Proposed Project is commonly used in transit studies and assessments to capture potential land use changes around stations and support facilities; because it also represents a reasonable walking distance to a station, it is a useful indicator of the proximity of existing or proposed transit-supported development or TOD. A study area of 0.5 mile from the Proposed Project is also appropriate to capture direct and indirect land use impacts from new track work for sidings, crossovers, and maintenance of way.

Figure 3.11-1A through Figure 3.11-1C depict the general plan–designated land uses in the study area. These maps provide a basis for understanding a community's land use plan and the spatial relationship between the Proposed Project and planned land uses.

Because general plan land use designations vary among jurisdictions, the land use maps in this section use the following group of land use categories for consistency:

- Agriculture
- Commercial
- Commercial/Industrial
- Industrial (limited)
- Industrial (heavy)
- Mixed Use
- Open Space
- Office/Business
- Office/Business/Industrial
- Park
- Public/Quasi Public
- Residential (Low Density)
- Residential (Medium/High Density)
- Urban Core
- Urban Reserve

### 3.11.3.1 Overview of Jurisdictions within the Study Area

The Proposed Project would pass through the jurisdiction of one stewardship council, three regional planning agencies, two counties, and six incorporated cities. These jurisdictions are listed in Table 3.11-1.

**Table 3.11-1. Jurisdictions**

Regional Agency	Counties	Incorporated Cities	Segments
Association of Bay Area Governments/Metropolitan Transportation Commission	Alameda County	Pleasanton	Tri-Valley
		Dublin	
		Livermore	Altamont
San Joaquin Council of Governments	San Joaquin County	Livermore	
		Tracy	
		Lathrop	
Delta Stewardship Council	San Joaquin County	Lathrop	

### 3.11.3.2 Tri-Valley Segment

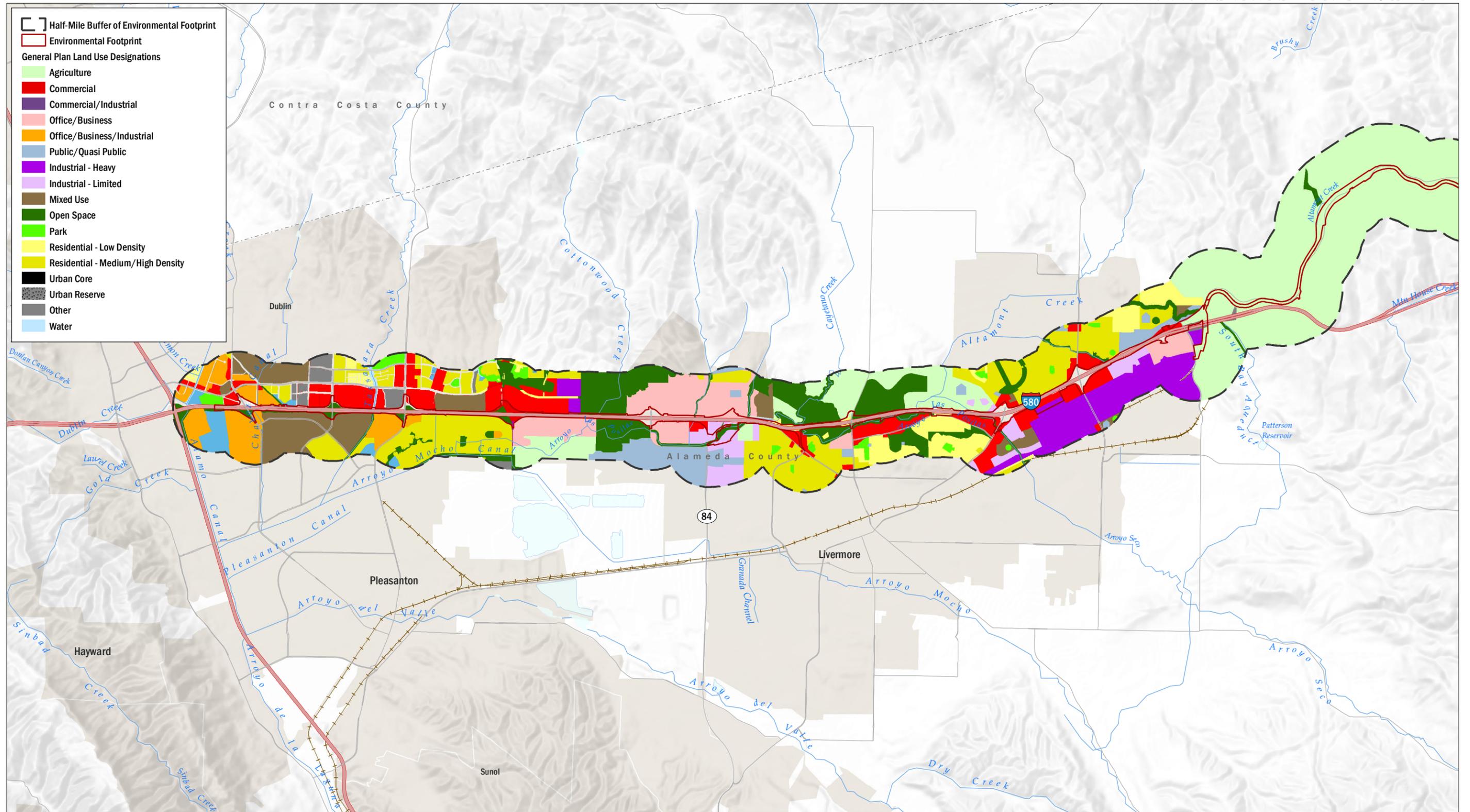
In the Tri-Valley segment, the Proposed Project would operate in the median of I-580 from the existing Dublin/Pleasanton Bay Area Rapid Transit (BART) Station to just east of where the Alameda County Transportation Corridor ROW passes under the UPRR bridge east of Greenville Road in Livermore.

#### Existing Land Uses

Within the study area, the existing land uses in Dublin north of I-580 consist of generally low-density residential, commercial, and open space. Existing land uses in Pleasanton south of I-580 consist of primarily low-density residential, commercial, and mixed use. Existing land uses in Livermore consist of generally industrial, commercial, low-density residential, and open space.

In the unincorporated areas of Alameda County, land uses are primarily undeveloped and vacant land.

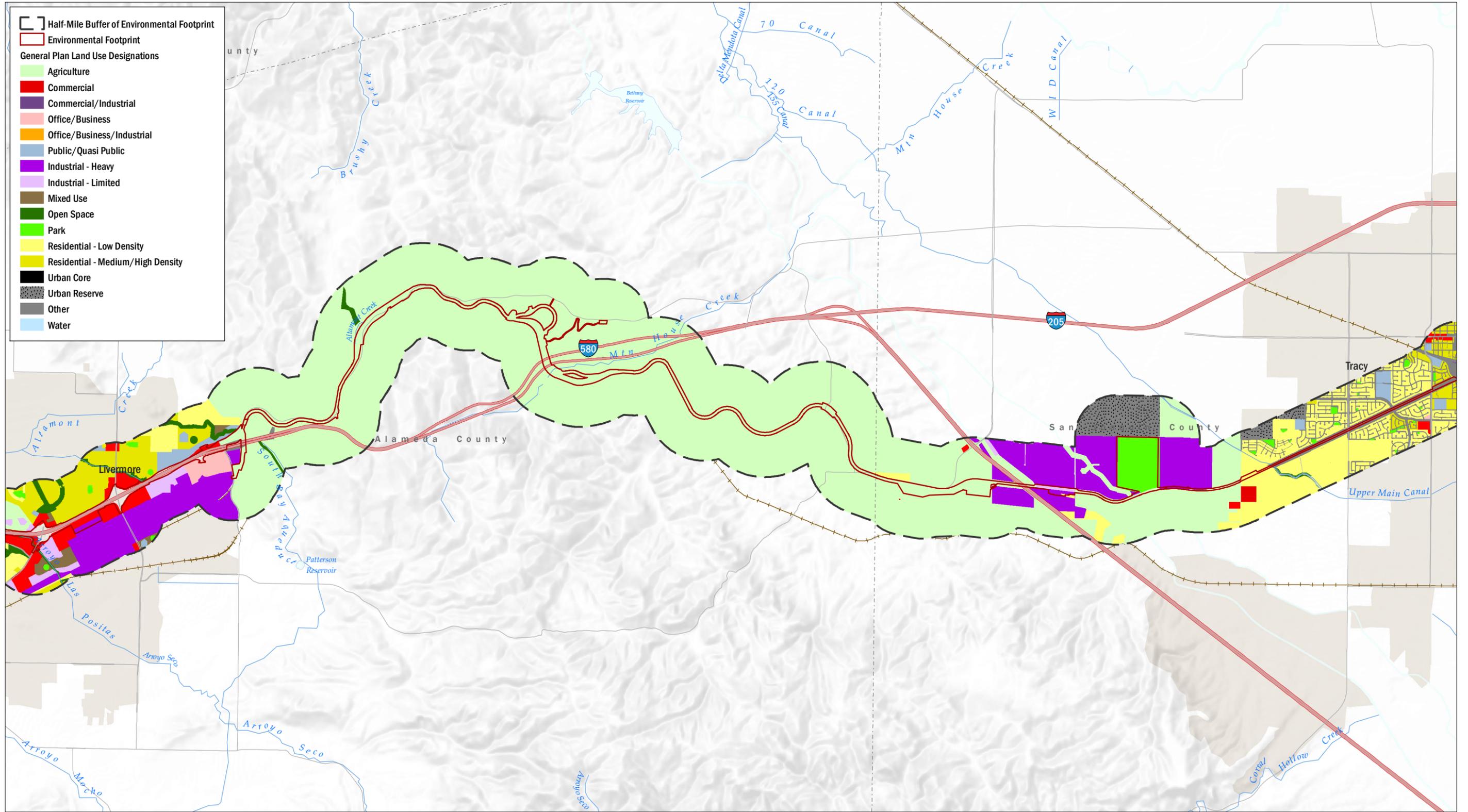
The Dublin/Pleasanton Station would be constructed in the I-580 median at the existing Dublin/Pleasanton BART Station, with the city of Dublin to the north of I-580 and the city of Pleasanton to the south of I-580. The Dublin/Pleasanton Station would be located in a primarily commercial developed area. The Isabel Station would be located within the city of Livermore in the median of I-580 and on a site adjacent to East Airway Boulevard south of I-580, surrounded by industrial, agricultural, and undeveloped areas. Existing uses on the site include agricultural uses and a BART park-and-ride lot. The Greenville Station would be located within unincorporated Alameda County directly north of I-580 and adjacent to an open space area, and is currently developed as a parking area supporting commercial, industrial, and public uses. The Southfront Road Station Alternative would be located within the city of Livermore on a vacant, undeveloped parcel south of and adjacent to I-580 and commercial and industrial uses. The associated parking area would be located on existing sites currently developed with commercial/industrial uses.



Sources: San Joaquin County 2017, City of Lathrop 2008, City of Tracy 2019, City of Pleasanton 2018, City of Dublin 2019, City of Livermore 2019, ABAG 2006



**FIGURE 3.11-1A**  
General Plan Land Use Designations  
Tri-Valley Segment

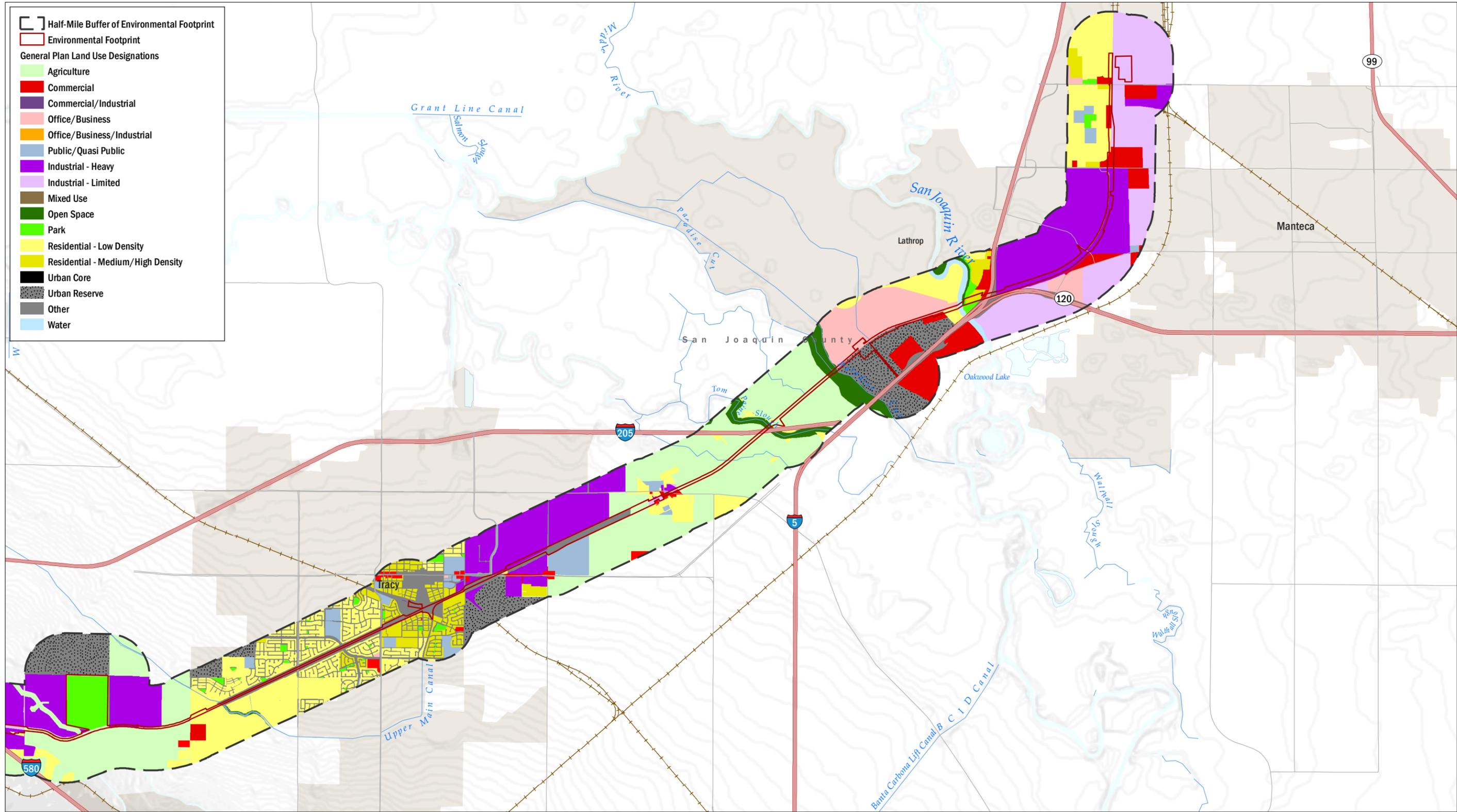


Sources: San Joaquin County 2017, City of Lathrop 2008, City of Tracy 2019, City of Pleasanton 2018, City of Dublin 2019, City of Livermore 2019, ABAG 2006



**AECOM**  
Valley Link Project

**FIGURE 3.11-1B**  
General Plan Land Use Designations  
Altamont Segment



Sources: San Joaquin County 2017, City of Lathrop 2008, City of Tracy 2019, City of Pleasanton 2018, City of Dublin 2019, City of Livermore 2019, ABAG 2006

**FIGURE 3.11-1C**  
General Plan Land Use Designations  
Tracy to Lathrop Segment

## General Plan Land Use Designations

Figure 3.11-1A presents the Tri-Valley segment general plan land use designations within the study area.

The Tri-Valley Alignment would traverse the cities of Dublin, Pleasanton, Livermore, and parts of unincorporated Alameda County. Land use designations generally alternate between areas of residential, commercial, industrial, and open space.

The Dublin/Pleasanton Station would be located within existing publicly owned ROW in the median of I-580 and surrounded by primarily mixed-use and commercial uses in Dublin and Pleasanton (City of Dublin 2016; City of Pleasanton 2009). The Isabel Station would be within existing publicly owned ROW and on an area designated for Low-Intensity Industrial per the City of Livermore General Plan (City of Livermore 2018). The Greenville Station would be within unincorporated Alameda County, designated as Large Parcel Agriculture per the East County Area Plan (County of Alameda 1994b). The Southfront Road Station Alternative would be located on an area designated as service commercial (City of Livermore 2018).

### 3.11.3.3 Altamont Segment

Across the Altamont Pass, the Proposed Project would operate within the Alameda County Transportation Corridor ROW between the Greenville Station and the Alameda County/San Joaquin County line, and then continue east along the UPRR Owens-Illinois Industrial Lead to approximately one-half mile east of the Delta-Mendota Canal.

#### Existing Land Uses

The Altamont segment traverses through unincorporated Alameda County and San Joaquin County and passes through undeveloped natural landscape. Existing land uses in Alameda County consist of agricultural uses. Wind turbines and grazing cattle are present on both sides of the Project corridor throughout the Altamont segment. Existing land uses in San Joaquin County consist of primarily agricultural uses, with a few industrial uses concentrated along the major roadways.

The Altamont Alignment (including the Stone Cut Alignment Alternative and both the Owens-Illinois Industrial Lead Variant 1, Single Track and Owens-Illinois Industrial Lead Variant 2, Double Track) would operate within primarily existing agricultural, industrial, and vacant and undeveloped areas in Alameda County and San Joaquin County. The Interim OMF would be located on an area within the existing Alameda County Transportation Corridor ROW and currently developed as a parking area, adjacent to open space areas. The Mountain House Station would be located in an undeveloped, open space area, northwest of the Musco Family Olive Company. The Tracy OMF would be located in an undeveloped, open space area.

The Mountain House Station Alternative would be located in an industrially developed area, adjacent to existing agricultural and industrial areas. The West Tracy OMF Alternative would be located in existing agricultural or vacant and undeveloped areas.

## General Plan Land Use Designations

Figure 3.11-1B presents the Altamont segment general plan land use designations within the study area.

The Altamont Alignment (including the Stone Cut Alignment Alternative, Owens-Illinois Industrial Lead Variant 1, Single Track, and Owens-Illinois Industrial Lead Variant 2, Double Track) would traverse through unincorporated Alameda County and San Joaquin County and would mainly be within the existing Alameda County Transportation Corridor ROW or UPRR ROW where no land use designation is identified. A portion of the Stone Cut Alignment Alternative would traverse outside the existing UPRR ROW in unincorporated Alameda County, in areas designated for agriculture. The alignment would be adjacent to areas designated for agricultural or industrial uses. The Interim OMF would be located in Alameda County on large parcel agriculture designated areas. The Mountain House Station would be located in San Joaquin County on general agricultural designated areas. The Tracy OMF would be located in San Joaquin County in an Agricultural-Urban Reserve designated area per the San Joaquin County General Plan (County of San Joaquin 2016).

The West Tracy OMF Alternative would be located in San Joaquin County in a general agricultural designated area (County of San Joaquin 2016). The Mountain House Station Alternative would be located in San Joaquin County in an industrial designated area.

### 3.11.3.4 Tracy to Lathrop Segment

In the Tracy to Lathrop segment, the Proposed Project would operate within the existing UPRR ROW from unincorporated San Joaquin County, just west of Tracy, to the site of the proposed Altamont Corridor Express (ACE) North Lathrop station.

#### Existing Land Uses

Existing land uses in the incorporated cities of Tracy and Lathrop are primarily residential with some industrial uses, such as warehouses and similar facilities. In the unincorporated areas of San Joaquin County, the majority of the existing land uses within the study area are agricultural uses such as open fields, residential, and commercial land uses.

Both the Tracy to Lathrop Alignment Variant 1, Single Track and Tracy to Lathrop Alignment Variant 2, Double Track would traverse through or would be adjacent to residential, industrial, and agriculture land uses. The Downtown Tracy Station would be at the existing Tracy Transit Center in downtown Tracy. The associated surface parking area would be to the south on an existing paved parking lot and undeveloped land. There are also two alternatives under consideration to provide parking at the station. Downtown Tracy Station Parking Alternative 1 would provide a three-level parking structure at the existing parking site to the south and on vacant and undeveloped land to the west. Downtown Tracy Station Parking Alternative 2 would provide a three-level parking structure solely on the vacant and undeveloped land at the southwest corner of the North Central Avenue/West 6<sup>th</sup> Street intersection. The River Islands Station and associated parking area would be in existing agricultural or vacant and undeveloped areas. The North Lathrop Station would be in a vacant and undeveloped portion of a larger industrial parcel (Sharpe Army Depot) and at the same site as the proposed ACE North Lathrop station, to be constructed as part of the ACE Extension Lathrop to Ceres/Merced Project.<sup>2</sup>

---

<sup>2</sup> The ACE Extension Lathrop to Ceres/Merced Project Environmental Impact Report was certified in July 2019 by the San Joaquin Regional Rail Commission. This project included a station at North Lathrop. More information on this project can be found here: <http://www.acerail.com/About/Projects-Initiatives/Current/ACE-Extension-Lathrop-to-Ceres-Merced>

## General Plan Land Use Designations

Figure 3.11-1C presents the Tracy to Lathrop segment general plan land use designations in the study area.

Agriculture is the dominant land use designation in unincorporated areas of the Tracy to Lathrop segment. In Lathrop, land use designations in the study area include a mix of employment centers, urban reserve, low-density residential, open space, and industrial. Both the Tracy to Lathrop Alignment Variant 1, Single Track and Tracy to Lathrop Alignment Variant 2, Double Track would be adjacent to areas designated for residential, mixed use, and industrial. Between Tracy and Lathrop, the study area is designated for agriculture (County of San Joaquin n.d). In Lathrop, these alternatives pass through a mix of uses, including employment centers, urban reserves, residential, light industrial, heavy industrial, commercial, and open space. The Downtown Tracy Station and both parking alternatives would be located within the city of Tracy at the existing Tracy Transit Center and in downtown designated areas (City of Tracy 2011a, 2011b). The River Islands Station would be within the city of Lathrop in urban reserve and regional commercial designated areas. The North Lathrop Station would be located within the city of Lathrop on federal land that is part of the Sharpe Depot and also designated for limited industrial uses, per the City of Lathrop General Plan (City of Lathrop 2017).

### 3.11.4 Impact Analysis

This section describes the environmental impacts of the Proposed Project and alternatives analyzed at an equal level of detail on land use and planning. It describes the methods used to evaluate the impacts and the thresholds used to determine whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts are provided, where appropriate.

#### 3.11.4.1 Methods for Analysis

This analysis considers existing uses and the existing regional plans, general plans, specific plans, and area plans along the Project corridor. Potential impacts on land use and planning in the study area were evaluated based on a review of existing land use policies from these applicable plans. For the purposes of this evaluation, and in compliance with CEQA Guidelines Section 15125, only those plans adopted at the date of the issuance of the Notice of Preparation for the Proposed Project (September 13, 2018) are considered. In addition, geographic information system (GIS) maps documenting existing land uses were created (Figures 3.11-1A through 3.11-1C) and are based on local general plan land use designations from each jurisdiction in the study area.

The approach to evaluating land use and planning impacts considers whether the Proposed Project would have any of the following effects.

- Enhance the connectivity and livability of the communities it serves or, instead, displace major community facilities, introduce a new or reinforce an existing physical barrier that divides an established community, or sever travel corridors that connect residents with important neighborhood and community facilities and institutions.
- Support and advance an adopted policy or, instead, contravene, impede, or thwart attainment of the policy.
- Be compatible, supportive, and promote the general plan land use designation, its intent, and the allowable uses or, instead, introduce a change to the setting that would conflict or introduce

land incompatibilities with the general plan land use designation, its intent, and the allowable uses.

- In regard to new proposed or potential stations, enhance community mobility, support transit-oriented uses, and be sited in existing or proposed growth areas, as defined in an adopted plan, or, instead, be sited in an area that an adopted plan designates low-intensity, rural, open space, recreational, or resource management uses where increased accessibility, development, and rail operation could be contrary to the desired land use character and quality.

### 3.11.4.2 Thresholds of Significance

The State CEQA Guidelines Appendix G (14 California Code of Regulations § 15000 et seq.) has identified significance criteria to be considered for determining whether a project could have significant impacts on land use and planning resources.

An impact would be considered significant if construction or operation of the Proposed Project would have any of the following consequences.

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

### 3.11.4.3 Impacts and Mitigation Measures

**Impact LU-1: The Proposed Project would not physically divide an established community.**

Level of Impact	Less than Significant
	<u>Proposed Project</u>
	Tri-Valley Alignment
	Dublin/Pleasanton Station
	Isabel Station
	Greenville Station
	Altamont Alignment
	Owens-Illinois Industrial Lead Variant 1, Single Track
	Owens-Illinois Industrial Lead Variant 2, Double Track
	Interim OMF
	Mountain House Station
	Tracy OMF
	Tracy to Lathrop Alignment Variant 1, Single Track
	Tracy to Lathrop Alignment Variant 2, Double Track
	Downtown Tracy Station
	River Islands Station
	North Lathrop Station
	<u>Alternatives Analyzed at an Equal Level of Detail</u>
	Southfront Road Station Alternative
	Stone Cut Alignment Alternative
	West Tracy OMF Alternative

---

Mountain House Station Alternative  
Downtown Tracy Station Parking Alternative 1  
Downtown Tracy Station Parking Alternative 2

**Mitigation Measures**   **None Required**

---

## Impact Characterization and Significance Conclusion

### Construction

Disruptions of access and detours would be temporary by nature, lasting several days at each location, and would not result in permanent loss of connectivity and division of communities. In addition, Mitigation Measure TRA-1.1, Transportation Management Plan for project construction, described in Section 3.17, *Transportation and Traffic*, requires that a transportation management plan for the construction period be prepared and implemented to maintain local circulation patterns and traffic flow, preserve access to local businesses and other facilities, and reduce impacts from street and lane closures and detours.

Construction of the Proposed Project within the existing Alameda County Transportation Corridor ROW and UPRR ROW, such as track upgrades, addition of a second track, and miscellaneous safety improvements, would preserve existing access to important public and community facilities that contribute to a sense of community and would not result in new interruptions of important thoroughfares that connect areas within an established community. Furthermore, for the majority of the Proposed Project, improvements are within the existing ROW. The Proposed Project is not of a scale or height that would introduce a substantial visual or physical barrier that would divide an established community or contribute to the loss of community cohesion. Thus, construction of the Proposed Project within the existing Alameda County Transportation Corridor ROW and UPRR ROW would have a less-than-significant impact related to physical division of an established community.

Outside the existing Alameda County Transportation Corridor ROW and UPRR ROW, the Proposed Project would not block existing roads or crossings and would not alter or impede connectivity and access in the communities where they are proposed, sever existing roads or crossings, or displace community uses. Construction of parking lots would occur in vacant or mostly-vacant parcels and would be compatible with the surrounding areas, which also contain industrial uses and parking lots. As a result, construction of the Proposed Project outside the Alameda County Transportation Corridor ROW and UPRR ROW would not create physical divisions within a community, and impacts would be less than significant.

### Operation and Maintenance

Operationally, the majority of the Proposed Project would operate on or adjacent to the existing Alameda County Transportation Corridor ROW and UPRR ROW. The existing rail lines and ROW already function as physical or visual barriers within established communities. Increased use of the Alameda County Transportation Corridor ROW and UPRR ROW would not create a new physical division along the Project corridor or substantially alter the existing operation along the tracks. Thus, the Proposed Project would have a less-than-significant impact related to dividing an established community.

Outside existing Caltrans, Alameda County, and UPRR ROW, new station access roads, stations, or OMFs would occur in areas generally not containing residential communities or schools; public facilities such as post offices or community centers; government offices; or retail centers. In

addition, the Proposed Project would be in areas that lack residences or community uses; instead, they would be constructed primarily in vacant, undisturbed areas.

## **Impact Detail**

### **Proposed Project**

#### ***Tri-Valley Segment***

The Tri-Valley Alignment would operate within the median of I-580 from the existing Dublin/Pleasanton BART Station to Greenville Road, with the majority of modifications and construction occurring within publicly owned ROW. Construction of the Tri-Valley Alignment would include widening I-580 throughout the segment as necessary to accommodate the Proposed Project while maintaining existing freeway lane and interchange ramp configurations, including all existing express lane facilities. This widening would bring the freeway ROW closer to existing commercial, residential, and open space areas along I-580, but would not involve displacement of existing uses. Additionally, to transition from the I-580 freeway median into the Alameda County Transportation Corridor ROW at Greenville Road, the Proposed Project would utilize an aerial guideway. The majority of the Proposed Project would operate within I-580, which already acts as an existing community border, and would therefore have minimum impacts in terms of dividing an established community. The existing I-580 freeway is an existing wide, physical border separating communities within Pleasanton, Dublin, and Livermore. The addition of an aerial guideway would not present a physical feature that would divide an established community. Therefore, the operation of the Proposed Project within the freeway median and across an aerial guideway would not substantially increase or intensify existing divisions between communities.

The Dublin/Pleasanton Station would be constructed within the median of I-580 at the existing Dublin/Pleasanton BART Station surrounded by commercial land uses. Construction of the station would require acquisition of ROW. The Isabel Station would be constructed within the I-580 median and on a 24-acre site currently developed for parking use in an industrial developed area. The Greenville Station would be constructed in an area bound by I-580 to the south and currently developed as a recreational motocross track. The station would be partially within the existing UPRR ROW; however, construction of the station would require additional acquisition of ROW.

Within the Tri-Valley segment, the Proposed Project would not physically divide the area or introduce new barriers that would divide an established community or contribute to the loss of community cohesion. As a result, impacts would be less than significant.

#### ***Altamont Segment***

Track work for both Owens-Illinois Industrial Lead Variant 1, Single Track and Owens-Illinois Industrial Lead Variant 2, Double Track would be within the existing UPRR ROW, which already acts as an existing barrier, resulting in limited impacts related to dividing an established community. Owens-Illinois Industrial Lead Variant 1, Single Track would involve the upgrade of the existing railroad track, signal house, signal guards, and gates to accommodate the Proposed Project, as well as upgrades to existing at-grade crossings. Owens-Illinois Industrial Lead Variant 2, Double Track would include the upgrade of the existing Owens-Illinois Industrial Lead track between the Alameda County/San Joaquin County line and the Mountain House Station, and for the remainder of the Altamont segment, an additional Owens-Illinois Industrial Lead track would be constructed parallel to and adjacent to the existing track. There would also be one new at-grade crossing within the

segment. However, pursuant to the Federal Rail Safety Improvement Act, Title 49 of the Code of Federal Regulations, and California Public Utilities Commission Rules and General Orders, standard at-grade crossing safety features would be incorporated to ensure safety. Both variants would operate within the existing Owens-Illinois Industrial Lead, which already acts as an existing barrier, and would not be of a scale or height that would introduce new visual or physical barriers in the segment. The BEMU Variant would include overhead catenary system (OCS) along the ROW to support electrical power lines suspended above the track. Since the OCS would be placed within an existing rail corridor, these facilities would not constitute new visual or physical barriers that would disrupt existing communities or community focal points along the corridor. Visual effects of the OCS facilities associated with the BEMU Variant are discussed in Section 3.1, *Aesthetics*. Construction of the Mountain House Station, Tracy OMF, or Interim OMF would not divide established communities because these facilities would be constructed adjacent to existing publicly owned or UPRR-owned ROW which already acts as an existing barrier. In addition, they would be located in agricultural or undeveloped areas, with no established communities present.

Within the Altamont segment, the Proposed Project would not physically divide the area or introduce new barriers that would divide an established community or contribute to the loss of community cohesion. Therefore, impacts would be less than significant.

### ***Tracy to Lathrop Segment***

Tracy to Lathrop Alignment Variant 1, Single Track and Tracy to Lathrop Alignment Variant 2, Double Track would both be constructed within the existing UPRR ROW and would therefore have limited impacts related to dividing an established community. Tracy to Lathrop Alignment Variant 1, Single Track would involve upgrading the existing Owens-Illinois Industrial Lead and the Tracy Subdivision, and Tracy to Lathrop Alignment Variant 2, Double Track would involve double-tracking the existing Owens-Illinois Industrial Lead and the Tracy Subdivision. Both variants would operate within the existing Owens-Illinois Industrial Lead and Tracy Subdivision, which together already act as an existing barrier. Proposed rail improvements in the segment would not be of a scale or height that would introduce visual or physical barriers.

Despite its location in an established area of Tracy, the Downtown Tracy Station would not physically divide the downtown area. This station would be constructed adjacent to an existing bus transit center west of North Central Avenue and south of West Sixth Street, would not displace existing community uses, would not impede road access in the area, and would not introduce a visual barrier within the community. Development of this station would also utilize the existing Tracy Subdivision, thereby avoiding new track work that could widen or expand an existing physical division within the surrounding community. Additionally, an approximately 700-foot portion of UPRR track would be relocated approximately 200 feet east to create more space for expanded surface parking at the Downtown Tracy Station. This track relocation would not introduce a new or changed barrier from what is currently created by the UPRR railroad track.

The River Islands Station would be constructed in the vicinity of the River Islands at Lathrop master-planned community. Despite its location near the River Islands master-planned community, the River Islands Station would not physically divide the surrounding community. The River Islands at Lathrop project identified a potential future transit station along the Tracy Subdivision in the Project area, but did not include this element in the Proposed Project. Development of the station would not displace any existing community uses or interfere with roads in the station vicinity.

The North Lathrop Station would be constructed in a vacant or undeveloped area at the same site as the ACE North Lathrop Station, surrounded by industrial, open space, and agricultural land uses, where there are no existing established communities. In addition, the Tracy to Lathrop segment would not include any new at-grade crossings.

Within the Tracy to Lathrop segment, the Proposed Project would not physically divide the area or introduce new barriers that would divide an established community or contribute to the loss of community cohesion. As a result, impacts would be less than significant.

**Alternatives Analyzed at an Equal Level of Detail**

Implementation of any of the project alternatives analyzed at an equal level of detail (Southfront Road Station Alternative, Stone Cut Alignment Alternative, West Tracy OMF Alternative, Mountain House Station Alternative, Downtown Tracy Station Parking Alternative 1, or Downtown Tracy Station Parking Alternative 2) would have similar potential impacts as the Proposed Project. The alternatives would not introduce new barriers that would divide an established community or contribute to the loss of community cohesion. Therefore, these alternatives would have the same impact as the Proposed Project (i.e. less than significant).

**Impact LU-2: Construction and operation of the Proposed Project could result in an impact due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.**

---

<b>Level of Impact Prior to Mitigation</b>	<p><b>Potentially Significant (mitigation required)</b></p> <p><u>Proposed Project</u> Greenville Station Mountain House Station</p> <p><b>Less than Significant/No Impact</b></p> <p><u>Proposed Project</u> Tri-Valley Alignment Dublin/Pleasanton Station Isabel Station Altamont Alignment Tracy OMF Interim OMF Owens-Illinois Industrial Lead Variant 1, Single Track Owens-Illinois Industrial Lead Variant 2, Double Track Tracy to Lathrop Alignment Variant 1, Single Track Tracy to Lathrop Alignment Variant 2, Double Track Downtown Tracy Station River Islands Station North Lathrop Station</p> <p><u>Alternatives Analyzed at an Equal Level of Detail:</u> Southfront Road Station Alternative Stone Cut Alignment Alternative West Tracy OMF Alternative Mountain House Station Alternative Downtown Tracy Station Parking Alternative 1 Downtown Tracy Station Parking Alternative 2</p>
--	--

---

<b>Mitigation Measures</b>	<b>None Feasible</b>
<b>Level of Impact after Mitigation</b>	<b>Significant and Unavoidable</b>
	<u>Proposed Project</u>
	Greenville Station
	Mountain House Station

---

## Impact Characterization

As described in above, the Proposed Project would be subject to regional and local plans and regulations. Construction and operation of the Proposed Project could conflict with adopted regional and local plans and regulations. Land use plans, policies, and regulations adopted by cities, counties, and agencies with jurisdiction over the Proposed Project area are listed in Table 3.11-2. Many of these policies are adopted for the purpose of restricting growth to planned areas and preventing development outside of established urban areas to prevent sprawl, protect agricultural land, and prioritize infill development. Each relevant policy or regulation is accompanied by an analysis of the Proposed Project's potential to conflict or be inconsistent with each respective policy.

## Impact Detail and Significance Conclusions

Appendix C, *Preliminary Right of Way Requirements* provides the location of the Proposed Project features outside of the existing UPRR ROW and the existing zoning for these areas. Table 3.11-2 presents the regional and local plans and policies to which the Proposed Project facilities and alternatives analyzed an equal level of detail, located outside the UPRR ROW, would be subject and provides a consistency analysis of the Proposed Project facilities and alternatives analyzed an equal level of detail, in relation to these plans and policies. Chapter 1, *Introduction*, provides additional information on how the Proposed Project is consistent with and complements regional and local plans including RTPs and the California State Rail Plan. Chapter 4, *Other CEQA-Required Analysis*, provides additional information on the Proposed Project's consistency with future regional and local plans and programs under consideration.

**Table 3.11-2. Consistency with Local Land Use Plans and Policies**

<b>Policy Document</b>	<b>Applicable Policy</b>	<b>Consistency Analysis</b>
<i>Metropolitan Transportation Commission and Association of Bay Area Governments Plan Bay Area 2040 (2017)</i>	Target 1. Reduce per-capita CO <sub>2</sub> emissions.	<b>Consistent.</b> The Proposed Project would provide an alternative to single-occupancy vehicles and reduce transportation-related emissions. See Section 3.3, <i>Air Quality</i> , and Section 3.8, <i>Greenhouse Gas Emissions</i> , for a more detailed analysis of emissions reductions impacts.
	Target 4. Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)	<b>Potentially Inconsistent.</b> Construction of the Greenville Station would occur in unincorporated Alameda County, outside of the Urban Growth Boundary.
	Target 11. Increase non-auto modes share.	<b>Consistent.</b> Development of the Proposed Project would increase accessibility to rail and increase non-auto transportation choices.
<i>Alameda County Safety Element (2014)</i>	P12. To the extent feasible, major infrastructure including transportation, pipelines, and water and natural gas mains, shall be designed to avoid or minimize crossings of active fault traces and to accommodate fault displacement without major damage that could result in long-term service disruptions.	<b>Consistent.</b> The proposed Greenville Station would be located within a designated Alquist-Priolo Earthquake Fault Zone associated with the Greenville fault. A site-specific fault investigation report would be developed that includes subsurface trenching for traces of the Greenville fault at the Greenville Station. If the results of the site-specific fault investigation report determine that active fault traces are present underneath the Greenville Station, then relocate the boarding platform(s) to the southwest of the identified active fault trace(s) at the required distance from the fault(s) as identified in the fault investigation report and include design features that incorporate the potential for secondary and tertiary deformation from fault movement as directed by a licensed geotechnical engineer in the geotechnical report.
<i>Alameda County Conservation Element (1994a)</i>	Objective 2. To preserve in agricultural use those areas of prime agricultural lands capable of producing a wide variety of valuable crops.	<b>Potentially Inconsistent.</b> Some Project features under the jurisdiction of this plan would be constructed on prime soils or on Farmland of Statewide Importance and Unique Farmland.

<b>Policy Document</b>	<b>Applicable Policy</b>	<b>Consistency Analysis</b>
<i>Alameda County Open Space Element (1973)</i>	Limit Development in Agricultural Areas. Agricultural areas should be free of urban type development with dwellings permitted only for those persons involved in agricultural production.	<b>Potentially Inconsistent.</b> Portions of the Greenville Station would be constructed in unincorporated Alameda County, designated as Large Parcel Agriculture.
<i>City of Dublin General Plan (2016)</i>	Policy 2.6.4 A. Guiding Policies 2: All proposed land uses within the Livermore Municipal Airport, Airport Influence Area (AIA) shall be reviewed for consistency with the compatibility policies of the Livermore Municipal Airport, Airport Land Use Compatibility Plan (ALUCP) (City of Livermore 2012).	<b>Consistent.</b> Within the Livermore Municipal Airport AIA, the Proposed Project does not include uses prohibited by the airport land use plan.
	Policy 2.7.6 A. Guiding Policy 1: Strengthen and improve the Scarlett Court Area. The Scarlett Court Design Guidelines were adopted by the City Council on May 1, 2007. The Design Guidelines are intended to guide future development and improvements in the Scarlett Court Area to enhance the character and image of the Area. The Scarlett Court Area is visible from Interstate 580, Dougherty Road, the Iron Horse Trail, and Dublin Boulevard and the view of this area from these key roadways is of importance to the City.	<b>Consistent.</b> The Proposed Project would realign and improve the Scarlett Court Area. These improvements would be consistent with the Scarlett Court Design Guidelines.
	Guiding Policy 5.4.3. A. 5. Work with other jurisdictions in partnering to create a truly multi-modal transportation infrastructure within and across the City.	<b>Consistent.</b> The Proposed Project would contribute to an integrated, multimodal transportation system by providing new intercity and intercounty passenger rail service.
<i>Pleasanton General Plan 2005–2025 (2009)</i>	Policy 2. Integrate land-use and transportation planning in order to ensure patterns that facilitate safe and convenient mobility of people and goods at a reasonable cost, and to increase travel alternatives to single-occupant automobiles.	<b>Consistent.</b> Operation of the Proposed Project would increase rail service as an alternative to single-occupant vehicles.
	Policy 3. When setting land-use policy and when reviewing potential development proposals, make minimizing energy use and impacts on the environment important considerations.	<b>Consistent.</b> Operation of the Proposed Project would provide an alternative to single-occupant vehicles and provide energy-efficient transportation alternative.

Policy Document	Applicable Policy	Consistency Analysis
	Policy 14: Encourage coordination and integration of Tri-Valley transit to create a seamless transportation system.	<b>Consistent.</b> The Proposed Project would connect BART with ACE via the Greenville Station and improve connectivity in the Tri-Valley.
	Policy 15: Reduce the total number of average daily traffic trips throughout the city.	<b>Consistent.</b> Operation of the Proposed Project would increase rail service as an alternative to single-occupant vehicles.
	Policy 16: Reduce the percentage of average daily traffic trips taken during peak hours.	<b>Consistent.</b> Refer to consistency discussion for Policy 15.
	Policy 19: Support the continued and expanded service of the Altamont Commuter Express.	<b>Consistent.</b> Refer to consistency discussion for Policy 14.
<i>City of Livermore General Plan 2003-2025 (2004)</i>	Policy LU-1.1 P1. Except where special conditions warrant, the City shall allow development only on those properties immediately adjacent to established urban areas, in accordance with the North Livermore Urban Growth Boundary Initiative (NLUGBI).	<b>Potentially Inconsistent.</b> In order to accommodate the Greenville Station, the UGB would need to be expanded eastward.
	Objective LU-5.1. Maintain an Urban Growth Boundary to protect open space and agricultural uses in North Livermore.	<b>Potentially Inconsistent.</b> Refer to discussion regarding consistency with Policy LU-1.1 P1.
	Policy LU-18.1 P3. Permit only non-urban uses beyond the UGB within the City's municipal boundary. Beyond the City's municipal boundary, discourage and oppose any urban uses.	<b>Potentially Inconsistent.</b> Refer to discussion regarding consistency with Policy LU-1.1 P1.
	Objective LU-20.1. Preserve agricultural and natural resources in the unincorporated area to provide the natural setting for Livermore's identity.	<b>Potentially Inconsistent.</b> Development of the Greenville Station would be in unincorporated Alameda County, outside of the UGB.
	Objective LU-18.1 Maintain a permanent Urban Growth Boundary (UGB) on the City's southern edge (as indicated Figure LU 3-6 and the City's Land Use Map) beyond which urban development shall not be permitted. Non-urban uses, such as agriculture, parks, and open space may be permitted within and beyond the South Livermore UGB.	<b>Consistent.</b> The Proposed Project does not include development beyond the City of Livermore's southern UGB.

Policy Document	Applicable Policy	Consistency Analysis
	Objective CIR-2.1. Promote viable alternatives to single-occupant vehicle travel.	<b>Consistent.</b> Operation of the Proposed Project would increase rail service as an alternative to single-occupant vehicles.
	Objective CIR-2.2: Encourage vehicle trip reduction.	Refer to consistency discussion for Objective CIR-2.1.
<i>East County Area Plan (1994b)</i>	Policy 2: The County shall identify urban designations on the Land Use Diagram (inclusive of incorporated and unincorporated areas of East County) sufficient to accommodate projected growth. Urban designations in unincorporated areas shall be contained within the County Urban Growth Boundary and shall not be expanded to accommodate lower than planned densities.	<b>Consistent.</b> Within the East County Area Plan Area, the Proposed Project would not be considered urban development, as defined in Table 1 in the East County Area Plan.
	Policy 16: The County shall approve urban development (see definition in Table 1) only if it is located within the Urban Growth Boundary.	<b>Consistent.</b> Refer to consistency analysis for Policy 2.
	Policy 54: The County shall approve only open space, park, recreational, agricultural, limited infrastructure, public facilities (e.g., limited infrastructure, hospitals, research facilities, landfill sites, jails, etc.) and other similar and compatible uses outside the Urban Growth Boundary.	<b>Consistent.</b> Project features within jurisdiction of the East County Area Plan consist of limited infrastructure improvements and public facilities.
	Policy 71: The County shall conserve prime soils (Class I and Class II, as defined by the USDA Soil Conservation Service Land Capability Classification) and Farmland of Statewide Importance and Unique Farmland (as defined by the California Department of Conservation Farmland Mapping and Monitoring Program) outside the Urban Growth Boundary.	<b>Potentially Inconsistent.</b> Some Project features under the jurisdiction of this plan would be constructed on prime soils or on Farmland of Statewide Importance and Unique Farmland.
	Policy 96: In areas outside the County Urban Growth Boundary designated Large Parcel Agriculture, Resource Management or Water Management Lands, the number of parcels that may be created, the residential units permitted on each parcel, the size of the development envelope, the maximum floor areas and floor area ratios, and the uses	<b>Consistent.</b> Outside of the Urban Growth Boundary, the Proposed Project would not directly result in the increase of the number of parcels that may be created, the residential units permitted on each parcel, the size of the development envelope, the maximum floor areas and floor area ratios, and the uses permitted by the Plan on February

Policy Document	Applicable Policy	Consistency Analysis
	<p>permitted by the Plan on February 1, 2000, or by the Initiative, whichever is less, may not be increased. See Description of Land Use Designations and Table 6 for additional information.</p> <p>Policy 203: The County shall support construction of a light rail or other transit system along either the I-580 corridor or the former Southern Pacific San Ramon branch line, or a combination of each, from Pleasanton to Walnut Creek, and, if feasible, along the County's Transportation Corridors and remaining Southern Pacific rail line from Tracy to Fremont, and rail extension of the BART system along the I-580 corridor</p>	<p>1, 2000, or by the Initiative.</p> <p><b>Consistent.</b> The Proposed Project would extend from the Dublin/Pleasanton BART Station and continue east along the I-580 corridor.</p>
<p><i>Isabel Neighborhood Specific Plan (2020)</i></p>	<p>P-LU-14: Development on all sites subject to Federal Aviation Regulations Part 77 must demonstrate compliance with the height limits established for airspace protection.</p>	<p><b>Consistent.</b> Based on initial review of the Part 77 regulations (CFR §§ 77.17 and 77.79(e)), it appears that the proposed pedestrian overcrossing at the Isabel Station would not exceed the thresholds for a Determination of Hazard to Air Navigation. Therefore, the FAA is anticipated to issue a Determination of No Hazard to Air Navigation, which would approve the Proposed Project as is, or a Determination of No Hazard to Air Navigation with Conditions, which would require additional conditions, such as lighting and markings on structures.</p>
	<p>P-TRA-3: Connect existing uses, new development, the Main Street, Valley Link station, bus stops, parks, natural areas, Las Positas College, and other key destinations with sidewalks, pedestrian and bicycle trails, and bicycle facilities.</p>	<p><b>Potentially Consistent.</b> The Isabel Station would include a pedestrian overpass spanning I-580 (subject to available funding) as well as bicycle and pedestrian facilities at the station parking lot.</p>
	<p>P-TRA-6: Provide pedestrian bridges and undercrossings to enhance the connectivity of the trail network and provide direct access to the Valley Link station.</p>	<p><b>Potentially Consistent.</b> The Isabel Station would include a pedestrian overpass spanning I-580 (subject to available funding).</p>
	<p>P-TRA-7: Provide multiple safe bicycle and pedestrian crossings of I-580 within the Isabel Neighborhood. Encourage Valley Link station pedestrian bridges to be available for</p>	<p><b>Potentially Consistent.</b> The Isabel Station would include a pedestrian overpass spanning I-580 (subject to available funding).</p>

Policy Document	Applicable Policy	Consistency Analysis
	non-Valley Link patron use when the station is open.	
	P-PF-28: Encourage the provision of security measures at the Valley Link station, parking structure, and nearby plazas and public pathways. Measures may include but are not limited to police patrols, security cameras, and lighting.	<b>Consistent.</b> The Isabel Station would include safety features such as lighting, security cameras, and emergency call boxes.
	P-PF-34: Require new development to install water efficient appliances and fixtures such as low-flow faucets and toilets.	<b>Consistent.</b> The Isabel Station would include drought-tolerant landscaping.
	P-PF-35: Require new development to comply with State and City’s mandatory water efficient landscape ordinance (WELO).	
	G-TRA-3: Provide safe, convenient access to and from the Valley Link station by all transportation modes.	<b>Consistent.</b> The Isabel Station includes pedestrian, bicycle, and transit facilities.
	P-ENV-23: Require project proponents to comply with the East Alameda County Conservation Strategy (EACCS).	<b>Consistent.</b> Construction activities within Alameda County will either obtain compensatory habitat mitigation through the EACCS or use the mitigation prescribed in the EACCS as a basis for mitigation and obtain coverage under separate applicable state and federal permits from CDFW and USFWS.
	G-ENV-6: Reduce risks resulting from geologic and seismic hazards.	<b>Consistent.</b> The Proposed Project would comply with all geotechnical and engineering design standards, specifications, and regulations specifically intended to reduce geologic and seismic hazards.
	G-ENV-5: Minimize the exposure of new development in the Planning Area to hazardous materials and flooding.	<b>Consistent.</b> The Proposed Project would comply with all geotechnical and engineering design standards, specifications, and regulations specifically intended to reduce exposure to hazardous materials and flooding.
	P-TRA-15: Prioritize pedestrian safety when designing roadways serving the Valley Link station.	<b>Consistent.</b> Improvements to East Airway Boulevard would include restriping for left turn lanes at each of the three Isabel Station driveways and a traffic signal at the East Airway Boulevard/Rutan Drive intersection.
	P-TRA-18: Work with Valley Link to ensure adequate bicycle parking at	<b>Potentially Consistent.</b> The Isabel Station would include the

Policy Document	Applicable Policy	Consistency Analysis
	the Isabel Valley Link station and to consider bicycle needs when designing elevators.	construction of bicycle storage lockers. Bicycle access to elevators has yet to be determined.
	G-ENV-4: Protect and improve the quality of biological resources and habitat areas.	<b>Consistent.</b> Construction of the Proposed Project includes mitigation measures consistent with the policies include in Goal G-ENV-4.
<i>San Joaquin Council of Governments 2018 Regional Transportation Plan / Sustainable Communities Strategy (2018)</i>	Policy: Enhance the Environment for Existing and Future Generations and Conserve Energy	<b>Consistent.</b> Operation of the Proposed Project would provide a lower energy use per person ratio alternative compared to the single-occupant vehicle.
	Strategy 1. Encourage Efficient Development Patterns that Maintain Agricultural Viability and Natural Resources	<b>Potentially Inconsistent.</b> Some Project features under the jurisdiction of this plan would be constructed on prime soils or on Farmland of Statewide Importance and Unique Farmland.
	Strategy 2. Enhance the Connection between Land Use and Transportation Choices through Projects Supporting Energy and Water Efficiency	<b>Consistent.</b> The Proposed Project would offer an energy-efficient transportation alternative that would lead to and serve transportation-oriented development along the rail corridor.
	Strategy 3: Improve Air Quality by Reducing Transportation-Related Emissions	<b>Consistent.</b> The Proposed Project would provide an alternative to single-occupancy vehicles and reduce transportation-related emissions. See Section 3.3, <i>Air Quality</i> , and Section 3.8, <i>Greenhouse Gas Emissions</i> , for a more detailed analysis of emissions reductions impacts.
	Strategy 7: Provide Transportation Improvements to Facilitate Non-Motorized Travel, including Incorporation of Complete Streets Elements as Appropriate	<b>Consistent.</b> The Proposed Project would provide alternatives to motorized travel within the region.
	Strategy 15: Improve Transportation Options Linking Residents to Employment Centers within and out of the County	<b>Consistent.</b> The Proposed Project would provide additional transportation opportunities for residents and travelers within the region.
Strategy 18: Support Transportation Improvements that Improve Economic Competitiveness, Revitalize Commercial Corridors and Strategic Economic Centers, and Enhance Travel and Tourism Opportunities	<b>Consistent.</b> The Proposed Project would increase transportation options for passengers and commuters and improve freight movement in the region, thus allowing for increased economic competitiveness, travel, and tourism opportunities.	

Policy Document	Applicable Policy	Consistency Analysis
<p><i>San Joaquin County General Plan (2016)</i></p>	<p>Policy LU-1.1 Compact Growth and Development. The County shall discourage urban sprawl and promote compact development patterns, mixed-use development, and higher development intensities that conserve agricultural land resources, protect habitat, support transit, reduce vehicle trips, improve air quality, make efficient use of existing infrastructure, encourage healthful, active living, conserve energy and water, and diversify San Joaquin County's housing stock.</p>	<p><b>Potentially Inconsistent.</b> The Mountain House Station and West Tracy OMF Alternative would be located in unincorporated San Joaquin County and are not located within the City of Tracy's sphere of influence (County of San Joaquin 2012). These elements would be developed in areas located beyond current developed areas and would potentially conflict with policies intended to prioritize development within existing communities. However, the Proposed Project would support transit, reduce vehicle trips, improve air quality, and encourage active transportation by increasing transit options in San Joaquin County. Additionally, the Mountain House Station would provide transit service for existing residents of the Mountain House community, as well as for planned development in the West Tracy area near the proposed Mountain House Station, including the Ellis and Tracy Hills developments, which would support the County's adopted policies supporting orderly and compact development.</p>
	<p>Policy LU-1.8 Support for Alternative Transportation Modes. The County shall encourage land use patterns that promote walking and bicycling and the use of public transit as alternatives to the personal automobile.</p>	<p><b>Consistent.</b> The Proposed Project would increase accessibility to rail and increase non-auto transportation choices. Operation of the Proposed Project would also provide an alternative to single-occupant vehicles and provide energy-efficient transportation alternative.</p>
	<p>Policy LU-2.1 Compatible and Complimentary Development. The County shall ensure that new development is compatible with adjacent uses and complements the surrounding natural or agricultural setting</p>	<p><b>Potentially Inconsistent.</b> Development of the Mountain House Station, Tracy OMF, or West Tracy OMF Alternative would be constructed in primarily agricultural areas which could be potentially incompatible with adjacent land uses.</p>

Policy Document	Applicable Policy	Consistency Analysis
	Policy C-1.5 Orderly and Compact Development. The County shall promote orderly and compact development within Urban and Rural Communities and City Fringe Areas. The County shall direct urban development to areas within the designated boundary of each Urban and Rural Community, as defined on Figure C-1.	<b>Potentially Inconsistent.</b> Refer to Policy LU-1.1 for discussion relating to the Mountain House Station and West Tracy OMF Alternative.
	Policy LU-2.16 Agriculture-Urban Reserve Designation. The County shall require a General Plan amendment to permit urban development on lands the County designates Agriculture-Urban Reserve	<b>Consistent.</b> Construction of the Tracy OMF would require a general plan amendment to permit development.
	Policy LU-7.9 Agriculture-Urban Reserve. The County shall preserve areas designated Agricultural-Urban Reserve (A/UR) for future urban development by ensuring that the operational characteristics of the existing uses does not have a detrimental impact on future urban development or the management of surrounding properties, and by generally not allowing capital-intensive facility improvements or permanent structures that are not compatible with future urban development.	<b>Consistent.</b> Construction of the Tracy OMF would be compatible with future urban development.
	Policy TM-1.3 Multimodal System. The County shall encourage, where appropriate, development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation, and reduces air pollution and greenhouse gas emissions.	<b>Consistent.</b> Refer to discussion for Policy LU-1.8.
	Policy TM-1.6 Automobile Dependency Alternatives. The County shall support public and private efforts where appropriate to provide alternative choices to single occupant driving.	<b>Consistent.</b> Refer to discussion for Policy LU-1.8.

<b>Policy Document</b>	<b>Applicable Policy</b>	<b>Consistency Analysis</b>
	Policy TM-1.7. Energy Conservation. The County shall develop the transportation system to reduce vehicle miles traveled, conserve energy resources, minimize air pollution, and reduce greenhouse gas emissions	<b>Consistent.</b> Refer to discussion for Policy LU-1.8.
	Policy TM-1.12 Transportation and Land Use. The County shall ensure that transportation system investments and improvements support existing and future sustainable land use patterns.	<b>Consistent.</b> The Proposed Project includes stations in the urbanized areas of Lathrop and Tracy that could encourage TOD in the vicinity if the stations.
	Policy TM-5.3 Variety of Transit Types. The County shall consider a variety of transit types including regional rail, bus rapid transit, regional and local buses, express buses, and neighborhood shuttles, to meet the needs of residents, workers, and visitors.	<b>Consistent.</b> Refer to discussion for Policy LU-1.8.
	Policy TM-5.4 Alternative to the Automobile. The County shall promote public and private transit systems in addition to the automobile	<b>Consistent.</b> Refer to discussion for Policy LU-1.8.
	Policy TM-5.8 Increased Rail Frequency. The County shall encourage increased passenger rail service (e.g., Amtrak, ACE) frequency to the County.	<b>Consistent.</b> The Proposed Project would establish service from the Dublin/Pleasanton BART Station to the North Lathrop Station, adjacent to the ACE North Lathrop Station. The Proposed Project would also connect BART with ACE via the Greenville Station and improve connectivity and rail service frequency in the Tri-Valley.
	Policy TM-5.14 Rail Crossings. The County shall ensure all at-grade rail crossings with roads have appropriate safety equipment.	<b>Consistent.</b> The Proposed Project includes modifications to existing at-grade rail crossings to accommodate track upgrades including concrete crossing panels, signal equipment house, railroad crossing warning lights and gates on both sides of the crossing, and crossing warning and stop bar pavement markings. Additionally, pursuant to the Federal Rail Safety Improvement Act, Title 49 of the Code of Federal Regulations, and California Public Utilities Commission Rules and General Orders, standard at-grade crossing

Policy Document	Applicable Policy	Consistency Analysis
<i>Delta Plan (2013)</i>	DP P1. Locate New Urban Development Wisely.	<p>safety features would be incorporated to increase safety and minimize the potential for accidents at all new and modified at-grade crossings.</p> <p><b>Potentially Inconsistent.</b> The Mountain House Station and West Tracy OMF Alternative would be in unincorporated San Joaquin County and not within the City of Tracy's sphere of influence (County of San Joaquin 2012). These elements would be developed in areas located beyond current developed areas and would potentially conflict with policies intended to prioritize development within existing communities. The Mountain House Station has the potential to indirectly induce growth to the surrounding areas.</p>
	G P1. Detailed Findings to Establish Consistency with the Delta Plan.	<b>Consistent.</b> Prior to implementation of the Proposed Project, the Authority will submit a certificate of consistency with the Delta Plan.
	WR P1. Reduce Reliance on the Delta and Improve Regional Self Reliance	<b>Not Applicable.</b> The Proposed Project would not involve implementation of water efficiency and water management laws.
	WR P2. Transparency in Water Contracting	<b>Not Applicable.</b> The Proposed Project would not involve water contracting.
	ER P1. Update Delta Flow Objectives	<b>Not Applicable.</b> The Proposed Project would not affect flow in the Delta.
	ER P2. Restore Habitats at Appropriate Elevations	<b>Consistent.</b> See Section 3.4, <i>Biological Resources</i> , for a more detailed discussion of potential impacts to habitat and appropriate mitigation measures.
	ER P3. Protect Opportunities to Restore Habitat	<b>Consistent.</b> Refer to discussion for Policy ER P2.
	ER P4. Expand Floodplains and Riparian Habitats in Levee Projects	<b>Not Applicable.</b> The Proposed Project would not involve construction or rehabilitation of levees.
	ER P5. Avoid Introductions and Habitat Improvements that Enhance Survival and Abundance of Nonnative Invasive Species	<b>Consistent.</b> The Proposed Project would comply with Executive Order 13112, as detailed in Impact BIO-6 in Section 3.4, <i>Biological Resources</i> .

Policy Document	Applicable Policy	Consistency Analysis
	DP P2. Respect Local Land Use When Siting Water or Flood Facilities or Restoring Habitats	<b>Consistent.</b> The Proposed Project does not involve siting of water management facilities or flood management infrastructure. The Proposed Project does involve restoration activities (as discussed in several mitigation measures in Section 3.4, <i>Biological Resources</i> ; these activities would not affect local land uses.
	RR P1. Prioritization of State Investments in Delta Levees and Risk Reduction	<b>Not Applicable.</b> The Proposed Project would not be subject to develop funding priorities for State investments in Delta levees
	RR P2. Require Flood Protection for Residential Development in Rural Areas	<b>Not Applicable.</b> The Proposed Project would not involve residential development in rural areas.
	RR P3. Protect Floodways	<b>Consistent.</b> Refer to discussion for Policy ER P2.
	RR P4. Protect Floodplains	<b>Consistent.</b> The Lower San Joaquin River Floodplain Bypass may be modified in the future through the completion of the Proposed Project. Mitigation Measures HYD-3b.1: Perform detailed hydraulic evaluations and implement new or modify existing stormwater controls as required to prevent storm drainage system capacity exceedance and reduce pollutant transport, and HYD-4.1, Perform hydrologic and hydraulic studies for project improvements to be located in floodplains, coordinate with regulatory agencies, and obtain required permits, as described in Section 3.10, <i>Hydrology and Water Quality</i> , would provide mitigation measures to avoid or minimize floodplain encroachment the maximum extent feasible.

Policy Document	Applicable Policy	Consistency Analysis
<p><i>City of Tracy General Plan (2011)</i></p>	<p>Policy LU-8.1 P1. The City shall strongly oppose all development in the area defined by Goal LU-8 [unincorporated County areas] unless the property is annexed, unless there is a pre-annexation agreement, or unless San Joaquin County receives a letter of support from the City of Tracy.</p>	<p><b>Potentially Inconsistent.</b> The Mountain House Station and West Tracy OMF Alternative would be in unincorporated County areas. While not within the City of Tracy’s sphere of influence, they would be within the City of Tracy’s planning area. The Mountain House Station Alternative would be in unincorporated county areas and within the City of Tracy sphere of influence. These elements would be developed in areas located beyond current developed areas and would potentially conflict with this policy.</p>
	<p>Policy LU-8.1 P3. The City shall support existing San Joaquin County agricultural land use designations in the Planning Area and strongly oppose changes that result in increased urbanization.</p>	<p><b>Potentially Inconsistent.</b> The Mountain House Station, and West Tracy OMF Alternative would be located in agricultural designated areas.</p>
	<p>Policy CC- 4.1 P1. Strongly oppose the urbanization within the City of Tracy’s Planning Area as defined by this General Plan or the San Joaquin County General Plan, whichever is more restrictive, particularly between the City of Tracy and the adjacent communities of Mountain House and Lathrop.</p>	<p><b>Potentially Inconsistent.</b> Refer to discussion for Policy LU-8.1 P1.</p>
	<p>Objective LU-1.5 Encourage development near transit stations including the multimodal station in Downtown, and the Altamont Commuter Express (ACE) station or stations</p>	<p><b>Consistent.</b> The Downtown Tracy Station would establish a Valley Link station at the existing Tracy Transit Center in downtown Tracy.</p>
	<p>Policy LU-1.5 P1. Development with a vertical mix of uses, such as residential or office above retail is encouraged within 0.25 mile of existing and proposed transit stations.</p>	<p><b>Consistent.</b> The Proposed Project would support TOD goals for the City of Tracy by providing additional transit stations that would act as potential nodes for future TODs.</p>
	<p>Policy 5.3.1. Guiding Policy 1. Support improved local transit as essential to a quality urban environment, particularly for residents who do not drive.</p>	<p><b>Consistent.</b> Operation of the Proposed Project would increase rail service as an alternative to vehicles.</p>

Policy Document	Applicable Policy	Consistency Analysis
	Policy 5.3.1. Implementing Policy 5. Encourage the use of regional and local trail systems and consider infrastructure enhancements that could improve the operation and functionality of the most widely used trail corridors.	<b>Consistent.</b> Operation of the Proposed Project would increase rail service and improve connectivity in the Tri-Valley.
<i>West Lathrop Specific Plan (2002)</i>	Objective 3A. Develop a well-integrated and harmonious pattern of land uses within West Lathrop.	<b>Consistent.</b> The Proposed Project includes the construction of the River Islands Station adjacent to existing UPRR ROW and existing track upgrades within the West Lathrop Specific Plan area, which would not affect the pattern of land use.

Source: City of Dublin 2016; City of Lathrop 1991, 2002; City of Livermore 2004; City of Pleasanton 2009; City of Tracy 2011a; County of Alameda 1973, 1994a, 1994b, 2014; County of San Joaquin 2016; Delta Stewardship Council 2013; MTC and ABAG 2017; San Joaquin Council of Governments 2018.

**Proposed Project**

***Tri-Valley Segment***

The Dublin/Pleasanton Station and Isabel Station would be contained within both Alameda County and Livermore Urban Growth Boundaries (UGBs). Thus, development of those stations and associated station area development would be consistent with both Alameda County and Livermore UGB policy and would be consistent with city and county land use and growth policies. Although the Isabel Station would be in areas zoned for Planned Unit Development, the station would be located on an area designated for Low-Intensity Industrial per the City of Livermore General Plan (City of Livermore 2018). Development of these sites and proposed station parking would not significantly change the land use pattern envisioned for this area.

Along the Tri-Valley segment, the Greenville Station would be located on areas zoned for agricultural use and could conflict with city and county policies to keep development within the UGB. *City of Livermore General Plan* Objective LU-5.1, Policy LU-1.1 P1, Objective LU-18.1, and Policy LU-18.1 P3 discourage development outside established UGBs. The Greenville Station would be located outside of the Livermore UGB on an area designated as Large Parcel Agriculture, and the resultant development would conflict with land use policies to restrict urban development within the UGB. To modify the UGB, the Authority would require approval from both Alameda County and Livermore. As such, although development proposals arising around the Greenville Station on unincorporated land within Livermore’s sphere of influence would be contingent upon review and approval by Alameda County and Livermore, such development would be inconsistent with the existing adopted plans and policies for Livermore. This policy inconsistency of allowing development outside the UGB could have a significant impact on known habitat of threatened and endangered species in the area and could serve as a catalyst for development in areas not currently anticipated in Livermore or Alameda County planning documents.

This consistency analysis is provided for the purpose of environmental review. An inconsistency with an applicable land use plan or policy would not constitute a significant impact under CEQA unless it relates to a physical impact on the environment that is significant in its own right. Specific impacts on agricultural resources are addressed in Section 3.2, *Agricultural Resources*. Technical

sections provide a detailed analysis of other relevant physical environmental effects that could result from the project features. Therefore, impacts would be less than significant. However, the conflict with land use plans and policies for the purpose of avoiding or mitigating an environmental effect related to the Greenville Station is potentially significant.

### ***Altamont Segment***

The Mountain House Station and West Tracy OMF Alternative in the Altamont segment could be inconsistent with the *San Joaquin County General Plan* Policies LU-1.1 and C-1.5. The Mountain House Station and West Tracy OMF Alternative could be inconsistent with the *San Joaquin County General Plan* Policy LU-2.1. The Mountain House Station, Tracy OMF, West Tracy OMF Alternative, and Mountain House Station Alternative could be inconsistent with the *City of Tracy General Plan* Policy LU-8.1 P1. The Mountain House Station and West Tracy OMF Alternative could be inconsistent with the *City of Tracy General Plan* Policies LU-8.1 P1 and CC-4.1 P1. These policies contain language that development outside city boundaries could cause unplanned growth or conversion of agricultural lands, and should therefore be opposed. The Mountain House Station Alternative would be located in areas currently zoned and designated for general industrial. Development of the site and proposed station parking would not significantly change the land use pattern envisioned for this area. The Mountain House Station and Tracy OMF would be located in areas zoned for agricultural uses.

Despite potential inconsistencies with the identified general plan policies, the Mountain House Station would positively support residents' mobility and other city and county planning goals. West of Tracy stations would provide residents of Tracy, Mountain House, and other parts of the Central Valley with intercity and passenger rail service to cities throughout the Central Valley (via transfers at the North Lathrop Station) and the San Francisco Bay Area (via transfers at the Greenville Station and Dublin/Pleasanton Station). In addition, the City of Tracy and San Joaquin County General Plans contain land use-related goals and policies that emphasize the need for increased transit, integration of land use and transportation planning, and reduced dependence on single-occupant vehicles. Despite conflicts with the most current general plan policies, all station options in the Altamont segment were advanced with the intention of serving planned future growth in the west of Tracy.

In the Altamont segment, the Mountain House Station would conflict with policies in the San Joaquin County General Plan and City of Tracy General Plan regarding development in unincorporated areas of San Joaquin County. The San Joaquin County and City of Tracy General Plan policies identified in this section seek to prevent unplanned growth and urbanization of unincorporated agricultural land. The Tracy OMF would not significantly increase development potential in the immediate surrounding area as the Tracy OMF would not provide any opportunity for commuters to access the Valley Link system. The consistency analysis is provided for the purpose of environmental review. An inconsistency with an applicable land use plan or policy would not constitute a significant impact under CEQA unless it relates to a physical impact on the environment that is significant in its own right. Specific impacts on agricultural resources are addressed in Section 3.2, *Agricultural Resources*. Technical sections provide a detailed analysis of other relevant physical environmental effects that could result from the Project. Therefore, impacts related to project features within the Altamont segment would be less than significant. However, the Mountain House Station could potentially result in increased pressures to urbanize agricultural land. This conflict with land use plans and policies for the purpose of avoiding or mitigating an environmental effect is a potentially significant Project impact.

### **Tracy to Lathrop Segment**

As described in Table 3.11-2, no inconsistencies with adopted plans and policies were identified for the Proposed Project in the Tracy to Lathrop segment. A portion of the Downtown Tracy Station would be located in areas zoned for Light Industrial and Central Business District and designated as Downtown. A portion of the River Island Station would be located in areas zoned for and designated Commercial Recreation, Urban Reserve, and Regional Commercial. A portion of the North Lathrop Station would be located on areas zoned for and designated Light Industrial. Development of the site and proposed station parking would be generally consistent with the allowable development and would not significantly change the land use pattern envisioned for these areas. In addition, the consistency analysis is provided for the purpose of environmental review. An inconsistency with an applicable land use plan or policy would not constitute a significant impact under CEQA unless it relates to a physical impact on the environment that is significant in its own right. Specific impacts on other resources are addressed in each technical section of this EIR, as appropriate. Therefore, impacts would be less than significant.

### **Alternatives Analyzed at an Equal Level of Detail**

In the Altamont segment, the Stone Cut Alignment Alternative, West Tracy OMF Alternative, and Mountain House Station Alternative would conflict with policies in the San Joaquin County General Plan and City of Tracy General Plan regarding development in unincorporated areas of San Joaquin County. The Mountain House Station Alternative would not significantly increase development potential in the immediate surrounding area, given the existing infrastructure constraints in this area.

Implementation of any of the alternatives analyzed at an equal level of detail (Southfront Road Station Alternative, Stone Cut Alignment Alternative, Mountain House Station Alternative, West Tracy OMF Alternative, Downtown Tracy Station Parking Alternative 1, and Downtown Tracy Station Parking Alternative 2) would have similar potential impacts as the Proposed Project; therefore, the same mitigation measures would be implemented for all Proposed Project facilities and alternatives analyzed at an equal level of detail.

### **Significance of Impacts**

Changes in land use patterns are a function of market conditions, local attitudes toward development, and policy changes enacted by the local municipality. Thus, siting of a transit station or maintenance facility by itself would not necessarily result in substantial land use changes that would conflict with existing policies. The stations can, however, be a catalyst for such changes. As discussed in Section 3.13, *Population and Housing*, the Authority considered mitigation to coordinate with Alameda County, San Joaquin County, and the City of Tracy to initiate a general plan amendment planning process to address the issues related to population growth in the Mountain House Station area. Alameda County, San Joaquin County, and the City of Tracy have exclusive responsibility for land use planning in each respective jurisdiction. Because the Authority has no jurisdiction over land use planning within Alameda County, San Joaquin County, or the city of Tracy, mitigation to initiate a general plan amendment process is infeasible. In addition, there is no indication Alameda County, San Joaquin County, and the City of Tracy intend to amend their general plans. There are currently no formal plans to change local land use plans to accommodate the Mountain House Station, or to accommodate additional development around new transit stations. The Authority has no land use authority and cannot mandate changes to local land use plans. Development in these areas would be

inconsistent with current planning and could potentially result in unplanned impacts on other resource areas. For these reasons, the impact would be significant and unavoidable.

Construction of the Greenville Station without a modification to the UGB as discussed could result in pressures to develop the surrounding area with urban uses incompatible with currently adopted plans and policies in the station vicinity. As discussed in Section 3.13, *Population and Housing*, the Authority considered mitigation to coordinate with Alameda County and the City of Livermore to initiate a general plan amendment planning process to address the issues related to population growth in the Greenville area. Alameda County and the City of Livermore have exclusive responsibility for land use planning in each respective jurisdiction. Because the Authority has no jurisdiction of land use planning within Alameda County or the City of Livermore, mitigation to initiate a general plan amendment process is infeasible. In addition, there is no indication that Alameda County or the City of Livermore intend to amend the general plan. Because the Authority has no land use authority and cannot mandate changes to local land use plans, and there are currently no formal plans to change these plans to accommodate a transit station at Greenville Road or accommodate additional development around a new transit station. Development in these areas would be inconsistent with current planning and could potentially result in unplanned impacts on other resource areas. For these reasons, mitigation is considered infeasible the impact of the Greenville Station would be significant and unavoidable.

Similar to the Greenville Station, construction of the Mountain House Station could result in pressures to develop the immediate surrounding area with urban uses that would be incompatible with currently adopted plans and policies in the vicinity. Development within the unincorporated county would be contingent upon review and approval by the City of Tracy and San Joaquin County and require changes to city and county urban limit lines. The Authority considered mitigation to coordinate with San Joaquin County and the City of Tracy to initiate a general plan amendment planning process to address the issues related to population growth in the Mountain House Station area. San Joaquin County and the City of Tracy have exclusive responsibility for land use planning in each respective jurisdiction. Because the Authority has no jurisdiction over land use planning within San Joaquin County or the City of Tracy, mitigation to initiate a general plan amendment process is infeasible. For these reasons, mitigation is considered infeasible and the impact of the Mountain House Station would be significant and unavoidable.