
APPENDIX D: PUBLIC COMMENT LETTERS



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California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING



April 23, 2026

SCH #: 2023030225
GTS #: 04-ALA-2023-01038
GTS ID: 29162
Co/Rt/Pm: ALA/VAR/VAR

Shannon Pagan, Senior Planner
City Of Livermore
1052 S. Livermore Avenue
Livermore, CA 94550

Re: Livermore General Plan 2045 — Draft Environmental Impact Report (DEIR)

Dear Shannon Pagan:

A1-1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Livermore General Plan 2045 Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the March 2026 DEIR.

Please note this correspondence does not indicate an official position or approval by Caltrans on this project and is for informational purposes only.

A1-2

Project Understanding

The proposed project is a comprehensive update to the City's existing General Plan. The update will guide the City's development and conservation through 2045 and will include broad community goals for the future of Livermore and specific policies and implementing actions that will help meet the goals. To achieve the proposed General Plan 2045 vision, the City will analyze land use alternatives and will prepare a refined preferred land use scenario that is developed through an extensive public process.

A1-3

Multimodal Transportation Planning

Please review and include reference to the *Caltrans District 4 Pedestrian Plan* (2021) and the *Caltrans Bay Area Bike Plan Update* (2025) in the DEIR. These two plans studied existing conditions for walking and biking along and across the State Transportation Network (STN) in the nine-county Bay Area and developed a list of location-based and prioritized needs.

A1-4

Please note that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 ([link](#)) that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1, and further builds upon its goals of focusing on the movement of people and goods.

A1-5

Equity and Public Engagement

We will achieve equity when everyone has access to what they need to thrive no matter their race, socioeconomic status, identity, where they live, or how they travel. Caltrans is committed to advancing equity and livability in all communities. We look forward to collaborating with the City to prioritize projects that are equitable and provide meaningful benefits to historically underserved communities.

Caltrans encourages the City to foster meaningful, equitable and ongoing public engagement in the General Plan development process to ensure future transportation decisions and investments reflect community interests and values. The public engagement process should include community-sensitive and equity-focused approaches seeking out the needs of individuals from underserved, Tribal, and low-income communities, the elderly, and individuals with disabilities.

A1-6

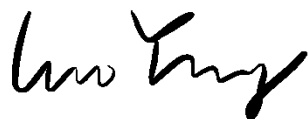
Miscellaneous

Transportation pg 3.16-5, Plan Bay Area: Please update the language for Plan Bay Area 2050+ from "in the process of approval" to "finalized and adopted in March 2026."

A1-7

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Melissa Hernandez, Associate Transportation Planner, via [REDACTED]. For future early coordination opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact [REDACTED]

Sincerely,



YUNSHENG LUO

Branch Chief, Local Development Review

Shannon Pagan, Senior Planner
April 23, 2026
Page 3

Office of Regional and Community Planning

c: State Clearinghouse

From: Kim McNeely [REDACTED]
Sent: Thursday, April 23, 2026 4:21 PM
To: Shannon Pagan <slpagan@livermoreca.gov>
Subject: Draft EIR - #2023030225

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Shannon,

A2-1 Our District has reviewed the Draft EIR for the 2045 General Plan and I have made a few minor notes on the document which I have scanned and attached.

I did make a couple of notes on student enrollment that are more current and notably different than the numbers you are using. If you would like to continue to use previous data for consistency that is fine.

A2-2 In previous conversations with City staff the District requested that the General Plan include the possibility of housing on the Arroyo Mocho site (1040 Florence Road) and the District Office site (685 E Jack London Blvd) for the future. I was not able to determine if this request is included in the Draft

General Plan 2045. If you could confirm that would be helpful? To be clear the District has no immediate or near term plan for any changes but given the long range planning horizon in the General Plan would like to retain that option. Again please confirm this request has been included or call me if we need to discuss further [REDACTED]

Thank you for the opportunity to review and comment.

Kim

Kim McNeely
Bond Program Director



opportunities downtown, and police staffing. Local traffic conditions also impact response times. To reduce response times, the LPD had indicated the need to increase staffing levels (LPD 2025).

Budget

The LPD is funded primarily by the City's Municipal General Fund. In fiscal year 2023 to 2024, police services accounted for roughly 30 percent of the City's Municipal General Fund expenditures, which funded employee salaries, police equipment, and other needs (City of Livermore 2023). The LPD also received funding from Police Grant Funds and Horizons funds. The Police Grant Fund accounts for various federal, State, and local grants used for police programs. The Horizon Fund supports the LPD Horizons Youth and Family Services Division.

SCHOOLS

Livermore Valley Joint Unified School District

The LVJUSD serves more than 13,050 students from transitional kindergarten through 12th grade at 10 elementary campuses, 2 K-8 schools, 3 middle schools, 3 comprehensive high schools, and 2 alternative schools. These schools offer specialized programs, including International Baccalaureate Programs; Green Engineering Academy; Dual Immersion Programs; and Science, Technology, Engineering, Arts, & Math (STEAM) pathways. The school names, student enrollment, and school capacity of each school are shown in Table 3.15-3, *Livermore Valley Joint Unified School District Schools*. *updated Fall 2025*

Table 3.15-3 Livermore Valley Joint Unified School District Schools

Schools	Student Enrollment	School Capacity	Student Enrollment of School Capacity
Altamont Creek Elementary	620	680	91%
Arroyo Seco Elementary	584	708	82%
Christensen Elementary <i>middle</i>	592	965	61%
Del Valle High	87	185	47%
East Avenue Middle School	~~581~~ <i>629</i>	725	80%
Emma C. Smith Elementary	648	744	87%
Granada High School	2,157	2,850	76%
Jackson Avenue Elementary	~~489~~ <i>503</i>	668	73%
Joe Michell (K-8) <i>TK-8</i>	~~786~~ <i>800</i>	795	99%
Junction Avenue (K-8) <i>TK-8</i>	801	1,125	71%
Lawrence Elementary	494	520	95%
Leo R. Croce Elementary	~~537~~ <i>630</i>	828	65%
Livermore High <i>School</i>	1,827	2,325	79%

Table 3.15-3 Livermore Valley Joint Unified School District Schools

Livermore Adult Education	160	384	42%
Marylin Avenue Elementary	430 <i>441</i>	525	82%
Rancho Las Positas Elementary	586 <i>612</i>	630	93%
Sunset Elementary	759 <i>775</i>	796	95%
Vineyard Alternative School	92	384	25%
William Mendenhall Middle School	876	1,175	75%

Source: LVJUSD 2025.

Schools in the LVJUSD are operating within the existing capacity; however, there are five schools close to meeting school capacity: Altamont Creek Elementary, Joe Mitchell ^{TR} (K-8), Lawrence ^{ok} Elementary, Rancho Las Positas Elementary, and Sunset Elementary. As of the 2024-25 school year, these schools have over a 90-percent student enrollment to school capacity ratio. Capacity is regularly reviewed and adjusted as changes in program impact the number of students that can be served.

Funding

LVJUSD funding primarily comes from the State Local Control Funding Formula, property taxes, federal revenue, other state revenue, Measures J and G, and other local revenue (City of Livermore 2022). Approximately 80 percent of the school district's funding is from state revenue.

Measure J is nearly exhausted & can only be used for capital outlay.

The Livermore community has financially supported students in the LVJUSD through the passage of Measure J, a general obligation bond, and Measure G, a parcel tax. Measure J, the facilities bond provides financial support to upgrade school sites, and create infrastructure and systems needed to outfit twenty-first century classrooms to maximize student success. Measure G, the parcel tax enhances STEAM programs and opportunities funds elementary school specialists who deliver hands-on lab experiences for students, supports the Project Lead the Way program throughout K-12 grade levels. These programs incorporate computer science, design, and engineering experiences and engage all age groups in captivating curriculum.

Las Positas College

Las Positas College is a community college within the Chabot-Las Positas Community College District (District) and serves 9,000 annual students. The college provides a variety of occupational, transfer, and professional development courses while they prepare students for four-year institutions, continued education, career opportunities, or specialized training.

Las Positas College is within Alameda County and has benefited from two County-approved measures: Measure A and Measure B. Measure A, through the sale of \$950 million of capital

A2-3
cont.

From: Lisjan Nation [REDACTED]
 Sent: Thursday, April 23, 2026 3:18 PM
 To: Shannon Pagan <slpagan@livermoreca.gov>
 Subject: Comments on DEIR Livermore General Plan 2045

You don't often get email from [REDACTED]. [Learn why this is important](#)

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi,

Thank you for the opportunity to provide comments on the DEIR for the Livermore General Plan 2045.

The Confederated Villages of Lisjan Nation is a California Native American Tribe on the Native American Heritage Commission list. Our traditional territory includes the City of Livermore.

We appreciate the Plan's attention to Tribal Cultural Resources, and we appreciate that a CHRIS records search and sensitivity map were carried out as part of the General Plan. Could you please share more information with the Tribe confidentially about how sensitivity was determined? Could you also please share the distance from creeks that was considered sensitive? The Tribe may have more specific information to share with the City to improve the accuracy of the sensitivity map.

We would also like to remind the City of Livermore that infill development and higher density development in already developed areas still have significant impacts on the environment that are currently unmitigated if this development is occurring within areas of known Tribal Cultural Resources. There are 10 Tribal Cultural Resources significant to our Tribe that are also archaeological resources mentioned in this document. The Tribe would like to work with the City of Livermore to develop specific protocols for any projects taking place within the known boundaries of those Tribal Cultural Resources.

Lastly, while we generally agree with the mitigation measures that are proposed, we ask that the Tribe's standard language for inadvertent discoveries of Tribal Cultural Resources that include culturally appropriate protocols be incorporated:

We respectfully request that the following mitigation measures be implemented and that Lisjan Nation be notified if any cultural resources of Native American origin are inadvertently discovered during the project.

TCR-1 Inadvertent discovery of Tribal Cultural Resources: If cultural resources of Native American origin are identified during grading or excavation of the proposed project, all ground disturbing activities within 100 feet shall cease until a representative from the Confederated Villages of Lisjan Nation is consulted by the government agency. If the entity in consultation with the consulting Tribe(s), determines that the resource is a Tribal Cultural Resource and thus significant under CEQA, the entity shall retain a Tribal representative and, if applicable, a qualified archaeologist, at the applicant's expense, to prepare a mitigation plan, which shall be implemented in consultation with the consulting Tribe. The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is not feasible, the plan shall outline appropriate treatment of the resource in coordination with the consulting Tribe. Examples of appropriate mitigation for Tribal Cultural Resources include, but are not limited to, protecting the cultural character and integrity of the resources, protecting traditional use of the resources, protecting the confidentiality of the resources, or heritage recovery.

A3-5 TCR-2 Inadvertent discovery of human remains: If human remains are encountered during construction and ground disturbing activities, all work within 100 feet of the remains should be redirected and the County Coroner notified immediately. At the same time, an archeologist shall be contacted to assess the situation. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and any associated funerary objects. There shall be no pictures taken or testing done on the Native American human remains. All bone, until identified as not human, shall be treated as potential human remains and the appropriate protocols followed. The archaeologist shall record information, as appropriate and in accordance with the recommendations of the MLD and/or Tribal representative. Upon completion of the archeologist's assessment, a report should be prepared documenting methods and results, as well as the MLD's recommendations regarding the treatment of the human remains and any associated funerary objects. The report should be submitted to the lead government agency, the NWIC and the consulting Tribe. Tribal representatives will rebury the Native American human remains and associated funerary objects with the appropriate dignity either; in accordance with the recommendations of the MLD if available or in the project vicinity at a location agreed upon between the Tribe and the entity, where the reburial would be accessible to Tribal members in perpetuity and would not be subject to further disturbance. The discovery and reburial is to be kept confidential and secure to prevent any further disturbance.

A3-6 Thank you for your consideration, and please let us know if you have any questions or concerns. The Tribe is happy to set up a meeting to discuss this further.

We would also appreciate an update about the status of the plan itself and opportunities to comment.

'Uni (Respectfully),

Lucy Beyhan, Cultural Resource Manager II
Confederated Villages of Lisjan Nation



April 24, 2026

Shannon Pagan, Senior Planner slpagan@livermoreca.gov
 City of Livermore
 1052 S Livermore Avenue
 Livermore, CA 94550

SUBJECT: Draft Environmental Impact Report (DEIR) Livermore General Plan 2045

Dear Ms. Pagan,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the City of Livermore General Plan 2045.

The DEIR evaluates the environmental impacts associated with updates to the City's current 2003–2025 General Plan, including revisions to goals, policies, actions, and land use designations affecting the natural and built environment. Two alternatives are evaluated: the No Project Alternative and the Reduced Industrial and Concentrated Residential Alternative. The proposed General Plan Update incorporates regional growth forecasts through 2045 and includes updates to the Livermore Municipal Code and the Livermore Development Code to ensure consistency among these documents.

A4-1

The City of Livermore is located in eastern Alameda County within the Livermore Valley and is bounded by rolling hills to the north, south, and east, and by the cities of Dublin and Pleasanton to the west. Interstate 580 bisects the City and serves as a major east–west thoroughfare in Alameda County, providing regional access. State Route 84 also provides regional access along the City's southwestern boundary. The EIR Study Area includes all land within the City limits, Urban Growth Boundary, and Sphere of Influence.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Congestion Management Program (CMP) Review

While Senate Bill 743 changed the metric used to evaluate transportation impacts for purposes of the California Environmental Quality Act (CEQA), the Alameda County Congestion Management Program (CMP) legislation continues to require project sponsors to evaluate project impacts on the CMP roadway network outside of CEQA review. This analysis may be submitted to Alameda CTC as a stand-alone memorandum.

A4-2

Several roadways within the City of Livermore are included in the CMP network. Tier 1 facilities, which include freeways and principal arterials, are as follows:

- State Route 84 (Isabel Avenue)
- Interstate 580
- First Street

A4-2
cont.

The City also includes several Tier 2 facilities (major and minor arterials), which are identified in the [Congestion Management Program 2025](#).

Use of Countywide Travel Demand Model

A4-3

Alameda CTC appreciates that the City of Livermore developed its Travel Demand Model based on the Alameda CTC Travel Demand Model, as stated on page 3.17-22 of the DEIR. The analysis indicates that Vehicle Miles Traveled (VMT) per capita and VMT per employee are projected to decrease compared to existing conditions. These reductions are attributed to the implementation of land use and climate action strategies, transit-supportive and active transportation policies and projects, and the inclusion of Transportation Demand Management (TDM) measures in development planning applications, as discussed on page 3.16-23 of the DEIR.

Alameda County Transportation Plan

Alameda CTC appreciates the City's use of the [Alameda County Transportation Plan \(CTP\) 2020](#), which is currently being updated and is expected to be adopted by the Commission in fall 2026. The CTP establishes a 30-year transportation vision for Alameda County and is updated every four years to reflect evolving transportation priorities, policies, and implementation strategies.

A4-4

As shown on page 3.16-5 of the DEIR, the 2020 CTP identifies the following projects as significant to the City of Livermore within the next 10-year horizon:

- I-580/First Street Interchange Modernization
- I580/Vasco Road Interchange Modernization
- Iron Horse Regional Trail Improvements
- Rail Project-San Joaquin Valley

Alameda CTC also appreciates reference to the Alameda Countywide Multimodal Arterial Plan, Alameda County wide Transit plan, and Alameda Countywide Active Transportation Plan.

Transportation Demand Management Program

A4-5

The DEIR appropriately acknowledges the importance of policies and requirements that encourage active transportation, transit use, and denser development patterns, as well as the inclusion of TDM strategies in development planning applications to mitigate potential VMT generated by new land use projects.

Alameda CTC developed a [VMT Reduction Estimator Tool](#) to assist project sponsors in identifying effective TDM strategies to reduce project-generated VMT.

Alameda County Active Transportation Plan (2019)

A4-6

Alameda CTC appreciates the City's reference to the 2019 Alameda Countywide Active Transportation Plan (ATP), which is currently being updated and is expected to be adopted by the Commission in late 2026. Since the 2019 adoption, Alameda CTC has conducted significant work related to bicycle and pedestrian planning, including updates to the High Injury Network (HIN), development of the County's first Proactive Safety Network (PSN), and adoption of All-Ages and Abilities (AAA) design guidance and policy.

Based on these efforts, Alameda CTC developed a Countywide Bicycle Network (CBN), for which AAA design standards are required. The current ATP update will place greater emphasis on pedestrian planning and accessible design guidance, supporting the goals of the Livermore General Plan 2045 by

Shannon Pagan,

April 24, 2026

Page 3

A4-6
cont.

providing updated standards for pedestrians and people with disabilities. Additional information on the HIN, PSN, CBN, and ATP 2026 update is available on the [Alameda CTC Active Transportation webpage](#).

Within the City of Livermore, Dublin Boulevard to L Street, East Avenue, Vasco Road, and the Iron Horse Trail are identified as part of the Countywide Bicycle Network, and implementation of bicycle facilities along these corridors must comply with AAA design standards.

A4-7

Transit

Alameda CTC is pleased that the DEIR advances transit use through policies that support transportation alternatives to automobile travel, including the incorporation of mobility hubs, prioritization and funding of transit enhancements and bicycle and pedestrian safety improvement projects, and support for frequent, reliable, cost-efficient, and connected transit service, as detailed on page 3.16-12 of the DEIR.

A4-8

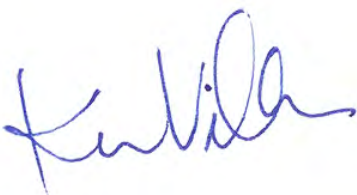
Cumulative Transportation Impacts

Based on the analysis presented in the DEIR, implementation of the proposed General Plan 2045 would not conflict with applicable plans, programs, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. As stated on page 3.16-26, the proposed General Plan includes goals and policies requiring coordination with Caltrans, the Metropolitan Transportation Commission (MTC), Alameda CTC, and neighboring jurisdictions to ensure a cohesive regional transportation network. Accordingly, the proposed Project would not result in a cumulative transportation impact related to conflicts with adopted circulation-related plans or policies.

A4-9

Thank you for the opportunity to comment on this DEIR. Please contact me at [REDACTED] or Aleida Andrino-Chavez at [REDACTED] if you have any questions.

Sincerely,



Kristen Villanueva

Director of Planning and Programs

cc: Aleida Andrino-Chavez, Associate Transportation Planner

From: Phillip Marshall [REDACTED]
 Sent: Wednesday, March 18, 2026 7:19 AM
 To: Planning Web Email <planning@livermoreca.gov>
 Cc: Phil Marshall [REDACTED]
 Subject: Comments on Draft EIR - Livermore General Plan 2045

You don't often get email from [REDACTED]. [Learn why this is important](#)

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Good morning.

I apologize for the delay in sending this comment over, but it did not go out in my email yesterday.

I am hopeful that these comments can be added to the record for the Draft EIR for the Livermore General Plan 2045.

As you will see in my letter, I am not opposed to the opportunity to re-zone and add housing to the city. I am opposed to doing so in a manner that is not respectful of the existing industrial base in the city and that will impact businesses that are here now in a detrimental manner. I would like to encourage the city to evaluate an overlay zoning approach rather than a straight re-zoning of the areas in the mid-town specific plan. If proper research were to be conducted, the team preparing this report would understand that the types of housing that they are mandating is not going to be economically viable, and the assumptions that transit will be available in the future is less than certain, especially due to the dire financial condition of BART and the follow on effects of that on proposed future connectivity to BART.

I would appreciate an opportunity to further communicate these concerns with the City Planning Staff at the appropriate time.

Best,

Phillip



Phillip Marshall
 President



March 17, 2026

City of Livermore
Community Development Department
1052 South Livermore Avenue
Livermore, CA 94550

RE: Comments on Draft Environmental Impact Report (EIR) for Livermore General Plan 2045 – Midtown Specific Plan / Industrial-to-Residential Upzoning

Dear Planning Commission and Staff,

11-4 I'm writing to comment on the Draft EIR for the Livermore General Plan 2045, specifically the Midtown Specific Plan and the proposed upzoning of existing industrial areas to high-density residential.

I own and operate businesses and property in this area, so this isn't theoretical for me. I understand the need for housing and I'm not opposed to growth—but I do have serious concerns about how this plan is structured and what it actually means on the ground.

1. Industrial and Residential Uses Are Not Compatible Here

The plan proposes introducing high-density housing into areas that are currently active industrial zones. That's a fundamental mismatch.

These industrial areas operate with:

- 11-5
- Truck traffic
 - Early start times
 - Equipment noise
 - Day-to-day operational activity

That's normal and expected for industrial use—but it's not compatible with dense residential living.

The EIR includes data on existing conditions, including noise levels, but it doesn't really address what happens when people are living right next to these uses. In reality, what happens is predictable: complaints increase, pressure builds, and eventually businesses are forced to change how they operate—or leave.

That dynamic isn't meaningfully analyzed in the EIR.

A large black rectangular redaction box covering the signature and name of the sender.

2. This Will Lead to the Gradual Loss of Existing Businesses

Even if the plan doesn't explicitly say industrial uses will be removed, that's the direction it pushes things.

When residential gets introduced into industrial areas:

- complaints increase
- regulations tighten
- operating conditions get more restrictive

Over time, that creates a situation where businesses can't realistically continue.

That's a foreseeable outcome, and it should be analyzed. The EIR doesn't really address that, and I think that's a major gap.

3. The Plan Assumes Redevelopment That May Not Be Realistic

The EIR assumes that these properties will transition to high-density housing—but there's no discussion of whether that's actually feasible.

From a real-world standpoint, the cost to build this type of housing right now is extremely high. Between construction costs, financing, and market conditions, it's not clear that these projects pencil today—or in the near future.

That creates a real problem:

- The plan assumes redevelopment
- But the economics may not support it

If that's the case, what we're left with is a long period where:

- industrial uses are under pressure
- residential isn't actually getting built

That outcome isn't addressed in the EIR.



4. The Plan Relies on Transit That Does Not Yet Exist

Another concern is that the Midtown Specific Plan appears to be built around a transit-oriented development model—but the transit needed to support that model does not currently exist, and there is uncertainty around whether it will.

In particular, the plan seems to rely on the future implementation of Valley Link or similar regional transit improvements. However, those projects face real funding and timing challenges, and there is no clear certainty on when—or if—they will be delivered.

Without reliable, high-capacity transit in place, the assumptions underlying this plan become questionable. High-density development in this area will likely remain heavily dependent on cars, which raises concerns about traffic, congestion, and overall functionality.

If the transit does not materialize as assumed, the result is not transit-oriented development—it is simply higher density without the infrastructure needed to support it.

That risk is not adequately addressed in the EIR.

5. Too Much Is Being Deferred

I understand this is a program-level EIR, but the impacts we're talking about here are very real and very location-specific.

The conflicts between industrial and residential uses—and the reliance on future transit infrastructure—aren't things that can just be figured out later at the project level. Once the zoning changes are in place, those outcomes are already set in motion.

Deferring that analysis doesn't solve the problem—it just postpones it.

6. There Are More Practical Ways to Approach This

I'd strongly encourage the City to consider a more flexible approach instead of a full conversion of industrial zoning.

One option would be an **overlay or transitional zoning approach**, where:

- existing industrial zoning stays in place
- residential is allowed as an additional use
- redevelopment happens over time, when it actually makes sense

11-10
cont.

That would:

- allow existing businesses to continue operating
- reduce immediate conflicts
- align redevelopment with market conditions
- still allow the City to move forward with housing

Right now, the plan feels like it's trying to force a transition that the market may not support, and that depends on infrastructure that may not arrive in the near term.

7. Closing

At the end of the day, my concern is that this plan creates a situation where:

- existing businesses are gradually pushed out
- residential development is assumed but not guaranteed
- the plan depends on transit that is uncertain
- and we end up with long-term incompatibility instead of a successful transition

11-11

I don't think the EIR fully addresses those risks.

I would ask that the City take a closer look at:

- land use compatibility
- the potential for business displacement
- the real-world feasibility of redevelopment
- the assumptions around future transit infrastructure
- and alternatives that allow for a more gradual, workable transition

Thank you for your time and consideration.

Sincerely,

Phillip Marshall
RPM Holdings LP





Draft General Plan Open House Comment Sheet

If you have comments or questions, please fill out this comment sheet.

Name: David Furst

Email: [REDACTED]

Comments and questions:

12-1

Your "Land Use Element" says you are going to 'maintain the urban growth boundary - yet you plan a study of 'east of Greenville' - this incompatible & contradictory. If the City really supports the urban growth boundary you cannot / should not study an area outside the UGB.

12-2

The pop projections^{it} by 2045 there will be an increase of 43,800 people. This projection does not make current sense. You should not simply use a "projection" without evaluating it. The number is almost a 50% increase in today's pop. The City needs critically evaluate data from other agencies. Thank you.



Draft General Plan Open House Comment Sheet

If you have comments or questions, please fill out this comment sheet.

Name: Jean King

Email: [REDACTED]

Comments and questions:

- 13-1 | Make line defining UGB more prominent
- 13-2 | Too much housing.
- 13-3 | Do not take away agricultural land
- 13-4 | There should not be any Environmental Impact
that are significant and Unavoidable
- 13-5 | Significant Impacts for wildlife and
cultural and historical must be mitigated
- 13-6 | mitigate any greenhouse emissions. we must
not contribute to climate change.
- 13-7 | With a ~~q~~ change in number of residents
per housing unit, more population will
have housing.

From: imaginelivermore2045.org <placeworksinc@gmail.com>
Sent: Saturday, March 21, 2026 1:24 PM
To: GP Update <GPUpdate@cityoflivermore.net>
Subject: New message from "imaginelivermore2045.org"

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Name (optional): Jean King

Email (required): [REDACTED]

Message: For more than 20 years the citizens of Livermore have supported our Urban Growth Boundary (UGB) through voter approved initiatives, public votes and comments at public meetings. One city wide vote had 72% supporting the UGB. The UGB has protected the Valley's open space, vineyards and agriculture. It is very important that the Plan continues that protection.

I4-1 The map shows the land east of Greenville outside the UGB as open space. Let's keep it that way. As we do not want Dublin to break its ULL urban growth boundary and commercially develop the open space to its east in Doolan Canyon right up to Livermore's western border, Livermore should not move its UGB to develop east of Greenville.

The Plan states to "focus growth within the Urban Growth Boundary". Better language would be "limit growth to within the Urban Growth Boundary".

I4-2 Last May the State Department of Finance estimated that Livermore's total population decreased by 1,896 residents between April 2020 and January 2025. The population decline isn't because there were fewer housing units because every year the number of housing units of all kinds increased. Instead, the average number of persons per household has declined every year from 2.75 in 2020 to 2.63 in 2025.

Yet, the DEIR projects an increase of more than 43,000 new residents from 2025 to 2045. That is forecasting a 50% increase in population. Half again as many new residents as reside here now.

I4-2
cont.

The most recent set of projections from the State Department of Finance showed that Alameda County's total population is projected to increase by more than 157,000 from 2024 to 2045. If Livermore's population were to grow by the estimate in the Plan, that would represent 27.8% of the entire county's projected growth.

According to the US Census figures online, Livermore's population in 2024 was approximately 5.2% of the Alameda County's population.

Why should Livermore, presently with 5 % of the County population, absorb almost 28 % of the growth in Alameda County in the next 20 years?

It's not realistic, nor do I believe most residents want to see Livermore's population grow by 50%.

Date: March 21, 2026

Time: 1:23 pm

Page URL: <https://imagineLivermore2045.org/contact/>

User Agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10.15; rv:148.0) Gecko/20100101

Firefox/148.0

Remote IP: 24.6.165.70

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From: Sara Dierking [REDACTED]
Sent: Sunday, April 12, 2026 11:01 AM
To: Planning Web Email <planning@cityoflivermore.net>
Subject: Response to city's draft general plan to increase population

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Dear City Council Members,

I am writing as a long-time resident of Livermore to express my concern about the scale and direction of future growth in our city.

I5-1 Livermore already feels increasingly crowded, with more traffic, more development, and less of the open, small-town character that has long defined our community. I am especially concerned about continued pressure to develop hillsides and remaining open space areas, which are a core part of Livermore's identity and history.

These landscapes are not just empty land—they represent our agricultural and ranching heritage, support local wildlife, and provide a sense of space and balance that is becoming harder to find as the city grows.

I5-2 I also want to emphasize that many of our views have already been significantly diminished over time due to the construction of stacked houses and apartment buildings in the surrounding area. What was once an open and enjoyable outlook has been steadily eroded by increasing density. As a result, any additional obstruction would not be minor—it would represent a further and meaningful loss to what little remains of our original views.

I5-3 While I understand the need for housing and regional planning requirements, I respectfully urge the City to prioritize protecting open space and limiting further expansion into hills and undeveloped areas. Growth should be carefully managed so that it does not overwhelm the infrastructure or permanently change the character of Livermore.

Thank you for your time and consideration.

Sincerely,
 Sara Dierking

[REDACTED]
 [REDACTED]

From: vic avila [REDACTED]
Sent: Tuesday, April 21, 2026 10:48 AM
To: Planning Web Email <planning@livermoreca.gov>
Subject: Planning Commission Citizen response

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16-1 | What is Livermore's charm? What makes Livermore a great,
appealing place to live? Livermore is spacious--it feels
distinctly different from Dublin, Pleasanton, San Leandro, and
dozens of other suburban cities. Livermore's spaciousness is
due to the fact that Livermore is a donut hole, surrounded by
the donut. The DONUT is the open space around the city that
creates that spaciousness. This is unique in the Bay Area.
Almost all cities had it at one time, but they developed all the
land. The ranchers, farmers, vine growers started this
spaciousness centuries ago. This is a prized possession this
spaciousness! It is the planning commission's responsibility to
guard this spaciousness. Your decisions affect 86,000
16-2 | residents. Does Livermore's population need to grow by 50%
in the future? The answer is no. Represent the people that
live here and PROTECT THE URBAN GROWTH
16-3 | BOUNDARY. If you don't you will look back at your actions in
a few years and say: "I could have helped prevent the urban
sprawl I now see." I wouldn't want that reality staring at me.

From: Jean King [REDACTED]
Sent: Tuesday, April 21, 2026 10:41 AM
To: Planning Web Email <planning@LivermoreCA.gov>
Subject: Email Comments Planning Commission Meeting April 21, 2026

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Livermore Planning Commission Meeting April 21, 2026

Item 6.1 General Plan 2045

Livermore's total population decreased in the last 5 years. The population didn't decline because there were fewer housing units, since the number of housing units of all kinds increased annually. Instead, the average number of persons per household has declined every year for the last 5 years

Yet, the General Plan 2045 DEIR projects an increase of more than 43,000 new residents in the next 20 years. That is a 50% increase in population - half again as many new residents as live here now.

Alameda County's population is projected to increase by more than 157,000 in the next 20 years. If Livermore's population were to grow by the Plan's estimate, that would represent 28% of the entire county's projected growth.

Livermore with presently 5 % of Alameda County's population should not provide 28% of the County's growth in the next 20 years. Livermore does not want that.

Do not be in a hurry to rezone industrial to residential. Keep balance between workers and jobs. At one of the General Plan's meeting, one of the members made a comment something like - 'It would be good if we could get some of the empty nesters to move out of their houses.' Being an empty nester, I wasn't sure what she had in mind for me. But, she had a point.

When I moved into the Jackson School area in the 1960's, Livermore was going through a fast population growth with many new houses and double sessions in the schools. The houses in the neighborhood were newly built and almost every house had a young family with school age children, usually 2 but sometimes, 1 or 3, and some with between 4 and 12. The average number of residents per household was certainly more than 4, much higher than the present 2.63.

Now there are only 2 homes on my adjoining street with young children. Most houses have 2 adult residents and some with 1 and some with 3, Those residents who have lived here since the 60's are very unlikely to be here until 2024. I think these empty nesters will give way to younger residents and will raise the average number of residents per household from the present 2.63. The housing built during Livermore's rapid growth in the 60's and 70's can absorb more population.

17-2
cont.

Livermore's housing, population and residents per household need to be evaluated periodically along with the workers/job ratio.

We need more affordable housing but it needs public financing, not just through nonprofits.

Jean King



From: JOHN MARCHAND [REDACTED]
Sent: Friday, April 24, 2026 4:47 PM
To: GP Update <GPUpdate@livermoreCA.gov>
Subject: Questions for the EIR

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Question for Imagine Livermore 2045:

It has long been acknowledged that California's Department of Water Resources will not be able to meet the long-term Table A contractual demands for the State Water Project in its current configuration. This year, the snow pack was recently reported to be only 18% of average. The most recent forecast for the State Water Project allocation percentage is 35%. The cities supplied by the State Water Project contractors are dependent upon the State to meet its contractual demands.

Two of the pillars of the General Plan are *sustainability and quality of life*. What relief is available to the cities with respect to the Housing Element and the Regional Housing Needs Assessment numbers when the State is unable to meet its contractual demands for water?

Cities in the Tri-Valley have recently experienced black-outs and brown-outs due to the inability of the Independent System Operators or the local utilities to meet the demands placed upon the grid. What relief is available to the cities with respect to the Housing Element and the Regional Housing Needs Assessment numbers when the power grid is unable to meet the system demands for power?

If the State cannot meet the demands upon which the cities, and their contractors, are relying for water and power, then the quality of life for the current residents will be diminished. This will go against two of the pillars of the General Plan.

Comments on the EIR for the Livermore General Plan 2045

Alan Burnham

April 28, 2026

I9-1

I have two comments on the EIR. The first is a very minor one. There is a typo in Table 3.17-3, where there is an extra zero inserted into one of the table entries: 550,300 vs 55,300.

The second comment is more significant. Table 3.8-6 has 2023 GHG emissions from building electricity being 75% of building natural gas in 2023, which seemed very high considering advertising from AVA (<https://avaenergy.org/your-energy-options/plans-and-rates/compare-service-plans/>) and PG&E (<https://www.pge.com/en/newsroom/currents/future-of-energy/articles-3962-pge-customers-electricity-100-greenhouse-gas-free-2023.html>).

I9-2

From here I discovered several problems in the input values from Appendix B, which are detailed below. I also learned that AVA is not primarily a clean energy provider as implied in its advertising. They are substantially more carbon intensive than PG&E. That being said, given that AVA provides far more power to the non-lab customers than PG&E, changing the inputs to more defensible values will not markedly affect the final conclusions, but the calculation should be done properly, nonetheless.

Here are the specific problems in the EIR and its Appendix B.

I9-3

1. The Table heading in the EIR says 2023, when the actual numbers used are apparently an average of 2019-2023. The EIR should accurately reflect the calculation actually done.

I9-4

2. According to my reading of PG&E documents, the number used was actually for 2018, which is not appropriate given the rapid reduction of fossil fuel electricity usage in California in the following years. This is especially important given that AVA numbers are for an average of later years. PG&E claims to be carbon free in 2023 for this area.

I9-5

3. The same PG&E number is used for 2045 as “2023” even though the document takes on faith that AVA will eliminate fossil fuel electricity by 2030. This is particularly unbalanced, and even unfair to PG&E, because PG&E says it already has eliminated CO2 emissions for this market. It is inappropriate to use one set of rules for one vendor and a different set of rules for another.

I9-6

4. The calculation used grossly incorrect estimates for emissions from the national laboratories. Document LLNL-SR-871361 (Ottaway et al.) states that LLNL used 367,542 MWh in FY23 (Oct23-Oct24) and 442,626 MWh in FY2024, which are roughly twice the total commercial and industrial usage estimated in Appendix B. In

I9-6
cont.

addition, the Appendix numbers are reported with an amazing number of significant figures, which is itself a problem. Furthermore, this power does not come from either AVA or PG&E. It comes primarily from WAPA. The carbon-free portion was estimated at 60% of the total, and the goal is to reach carbon neutrality by 3035 by including carbon capture. Given that LLNL is by far the largest user of electricity in the Tri-Valley, it should be treated separately and more accurately. Obviously, the City of Livermore has little influence on carbon emissions from LLNL or Sandia.