



AGENDA
REGULAR PLANNING COMMISSION MEETING
COUNCIL CHAMBERS, 380 CIVIC DRIVE, GALT
THURSDAY, OCTOBER 14, 2010, 6:30 P.M.

NOTE: Speaker Request Sheets are provided on the table inside the Council Chambers. If you wish to address the Commission during the meeting, please complete a Speaker Sheet and give to the Secretary of the Commission. A maximum of five minutes is allowed for each speaker.

NOTE: If you need disability-related modifications or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the Community Development Dept., 209-366-7230, 495 Industrial Drive, at least two days prior to the meeting.

NOTE: If at any time during this meeting, a quorum of the Galt City Council is present, the meeting will continue as a joint meeting of the City Council and the Planning Commission until such time as a quorum of the Council is no longer present.

CALL MEETING TO ORDER

ROLL CALL: COMMISSIONERS: Daley, Yates, McFaddin, Pellandini, Davenport

PUBLIC COMMENTS: Under Government Code §54954.3 members of the audience may address the Commission on any item of interest to the public or on any agenda item before or during the Commission's consideration of the item.

INFORMATION/CONSENT CALENDAR

- (1)1. **SUBJECT:** Minutes of the May 13, 2010 meeting.
RECOMMENDATION: That the Planning Commission approve the minutes of the May 13, 2010 meeting.

PUBLIC HEARING

- (3)1. **SUBJECT:** RIVER OAKS 3B GENERAL PLAN AMENDMENT, NORTHEAST AREA SPECIFIC PLAN AMENDMENT, REZONE, VESTING TENTATIVE SUBDIVISION MAP AND ARCHITECTURAL REVIEW PROJECT

RECOMMENDATION: If the Planning Commission wishes to recommend approval of the project, the motions listed below should be adopted:

- 1) Recommend that the City Council adopt Resolution 2010-___ approving the Initial Study, Mitigated Negative Declaration and adopting the Mitigation Monitoring and Reporting Program for the River Oaks 3B Project; and
- 2) Recommend that City Council adopt Resolution 2010-___ approving the proposed amendment to the City's General Plan to change the land use designation from Low Density Residential to Medium Density Residential and amend the Northeast Area Specific Plan to change the land use designation from R1-B (SP) Intermediate Density – Single Family to R2 (SP) Medium Density – Single Family; and
- 3) Recommend that City Council introduce Ordinance 2010-___ approving the proposed Rezone for the River Oaks 3 Project from Single-family Residential, Intermediate Density (R1B-PD with 8,000 square foot

minimum lot size) to Residential, Medium Density (R2-PD with 5,500 sq. ft. minimum lot size) including the proposed architectural drawings for the future homes for the project. (The PD suffix stands for “Planned Development.” This combining zone district requires that the developer obtain approval of the proposed floor plans and building elevations from Planning Commission/City Council); and

- 4) Approve Resolution 2010-___PC conditionally approving the Vesting Tentative Subdivision Map for River Oaks 3B.

DEPARTMENT REPORT – None.

ADJOURN

CATHY KULM, PLANNING COMMISSION SECRETARY: Agenda Report. The agenda for this Galt Planning Commission Meeting was posted in the following listed sites before the close of business at 5:00 p.m. on the Monday preceding the meeting:

1. City Hall Lobby, 380 Civic Drive
2. U. S. Post Office, 600 N. Lincoln Way
3. Marian O. Lawrence Library, 1000 Caroline Avenue



MINUTES

Planning Commission Regular Meeting Council Chambers, 380 Civic Drive, May 13, 2010, 6:30 p.m.

The meeting was called to order at 6:30 p.m. by Chairperson Powers. Commissioners present: Daley, Powers, and Davenport. Pellandini, Yates and McFaddin were absent.

Staff members present: Community Director Campion, City Engineer Cavanaugh, Senior Civil Engineer Forrest, and PC Secretary Kulm.

PUBLIC COMMENTS – None

INFORMATION/CONSENT CALENDAR

1. **SUBJECT:** Minutes of the meeting Mar. 25, 2010 Special Meeting.

ACTION: Davenport moved to approve the consent calendar; second by Daley. Motion was unanimously carried by those Commissioners present. (Daley, Powers, Davenport)

PUBLIC MEETING:

1. **SUBJECT:** 2010-2015 Capital Improvement Program

RECOMMENDATION: That the Planning Commission:

1. Adopt Resolution No. 2010 -__ (PC), finding that the major public works projects proposed within the 2010-2015 City of Galt Capital Improvement Program (CIP) are consistent with the 2030 Galt General Plan as adopted.

Campion gave the staff report. There was a brief discussion between staff and the commissioners.

ACTION: Davenport made a motion to adopt Resolution 2010-__(PC) finding that those projects covered in the adopted General Plan as part of the 2010-2015 Capital Improvement Program (CIP) of the City of Galt are consistent with the adopted City of Galt General Plan; second by Powers. The motion was unanimously carried by those Commissioners present. (Daley, Powers, Davenport).

DEPARTMENT REPORT: None.

Meeting adjourned at 6:50 p.m.

Respectfully submitted by

P.C. Meeting October 14, 2010

Prepared By Chris Erias, Senior Planner

Reviewed By 

CITY OF GALT
PLANNING COMMISSION
STAFF REPORT

Title: RIVER OAKS 3B GENERAL PLAN AMENDMENT, NORTHEAST AREA SPECIFIC PLAN AMENDMENT, REZONE, VESTING TENTATIVE SUBDIVISION MAP AND ARCHITECTURAL REVIEW PROJECT

Location: The project site is located east of Highway 99, between Carillion Boulevard and Marengo Road (easterly City limits), north of the Union Pacific Railroad Spur line. The project site is a total of 63.73 acres comprised of APNs 148-0800-102 and 150-0030-049.

Owner/Applicant: Price Walker
Elliott Homes
80 Iron Point Circle, Suite 100
Folsom, CA 95630
916.984.1300

Engineer: Casey Feickert
TSD Engineering
31 Natoma Street, Suite 160
Folsom, CA 95630

Parcel Size: 63.73 Acres

Existing Zoning: Single-family Residential, Intermediate Density (R1B-PD with 8,000 square foot minimum lot size). The Planned Development (PD) overlay requires approval of the architectural package for the homes.

Proposed Zoning: Residential, Medium Density (R2-PD with 5,500 sq. ft. minimum lot size) and PD for architectural approval.

Existing Land Use: Vacant

Surrounding Land Use: North – City water well; Deadman Gulch Parkway; Galt Community Park; fire station; River Oaks Unit 2D residential
West – River Oaks 3A (Existing 72 lots); Carillion Boulevard; River Oaks Units 1A and 1B residential; LDS Church

East – Marengo Road; City/County boundary; minor drainage tributary; agricultural activities in unincorporated county
South – City well, water storage tanks and water treatment plant; Union Pacific Railroad Ione Spur Line; SMUD electrical substation; Chancellor Estates residential

Requested Entitlements:

If the Planning Commission wishes to recommend approval of the project, the motions listed below should be adopted:

- 1) Recommend that the City Council adopt Resolution 2010-___ approving the Initial Study, Mitigated Negative Declaration and adopting the Mitigation Monitoring and Reporting Program for the River Oaks 3B Project; and
- 2) Recommend that City Council adopt Resolution 2010-___ approving the proposed amendment to the City's General Plan to change the land use designation from Low Density Residential to Medium Density Residential and amend the Northeast Area Specific Plan to change the land use designation from R1-B (SP) Intermediate Density – Single Family to R2 (SP) Medium Density – Single Family; and
- 3) Recommend that City Council introduce Ordinance 2010-___ approving the proposed Rezone for the River Oaks 3 Project from Single-family Residential, Intermediate Density (R1B-PD with 8,000 square foot minimum lot size) to Residential, Medium Density (R2-PD with 5,500 sq. ft. minimum lot size) including the proposed architectural drawings for the future homes for the project. (The PD suffix stands for "Planned Development." This combining zone district requires that the developer obtain approval of the proposed floor plans and building elevations from Planning Commission/City Council); and
- 4) Approve Resolution 2010-___ PC conditionally approving the Vesting Tentative Subdivision Map for River Oaks 3B.

Environmental Status

The Initial Study (IS) and Mitigated Negative Declaration (MND) are provided which evaluate the proposed project consistent with the California Environmental Quality Act. The public review period for the proposed Negative Declaration was from September 8, 2010 to October 7, 2010 at 5:00 p.m. Two comment letters on the Negative Declaration were received during the public review period. The comments received were from the Sacramento Metropolitan Air Quality Management District (SMAQMD) and the California Public Utilities Commission (CPUC). Both comments included some clarifications and recommendations. The recommendations will be included in the final MND.

Background

The Planning Commission conditionally approved a vesting tentative subdivision map for the subject site for 270 lots on August 12, 2004 and the City Council, on December 7, 2004, certified the River Oaks 3 project MND and approved a General Plan Amendment to Low Density Residential, a Specific Plan Amendment to R1-B (SP) Intermediate Density – Single Family, and Rezone to R1-B PD (Single Family Residential Detached

8,000 square foot lot minimum size). Since that time the applicant received a final map for 72 of the 270 lots River Oaks 3A). Most of these lots have been developed with homes. According to the applicant, the current larger homes are not selling due to the change in the economy and lending practices. They believe it is more difficult for borrowers to obtain the larger loans needed for the current home design. Therefore, the applicant hopes a smaller home on a smaller lot will be financially attractive to buyers and lenders and complete the subdivision.

River Oaks 3B Project Description

The project includes subdividing the remaining 63.73 acres of the original River Oaks 3 Vesting Tentative Subdivision Map to create 286 market rate single-family lots on 56.33 acres (Lots 1 through 286) and dedicating 6.11 acres for open space (Lots B & C). The minimum lot size would be 5,500 square feet. The proposed residential density is approximately 7.0 dwelling units per net acre, and 5.0 dwelling units per gross acre (the current density is approximately 3.0 dwelling units per gross acre and 4.0 dwelling units per net acre).

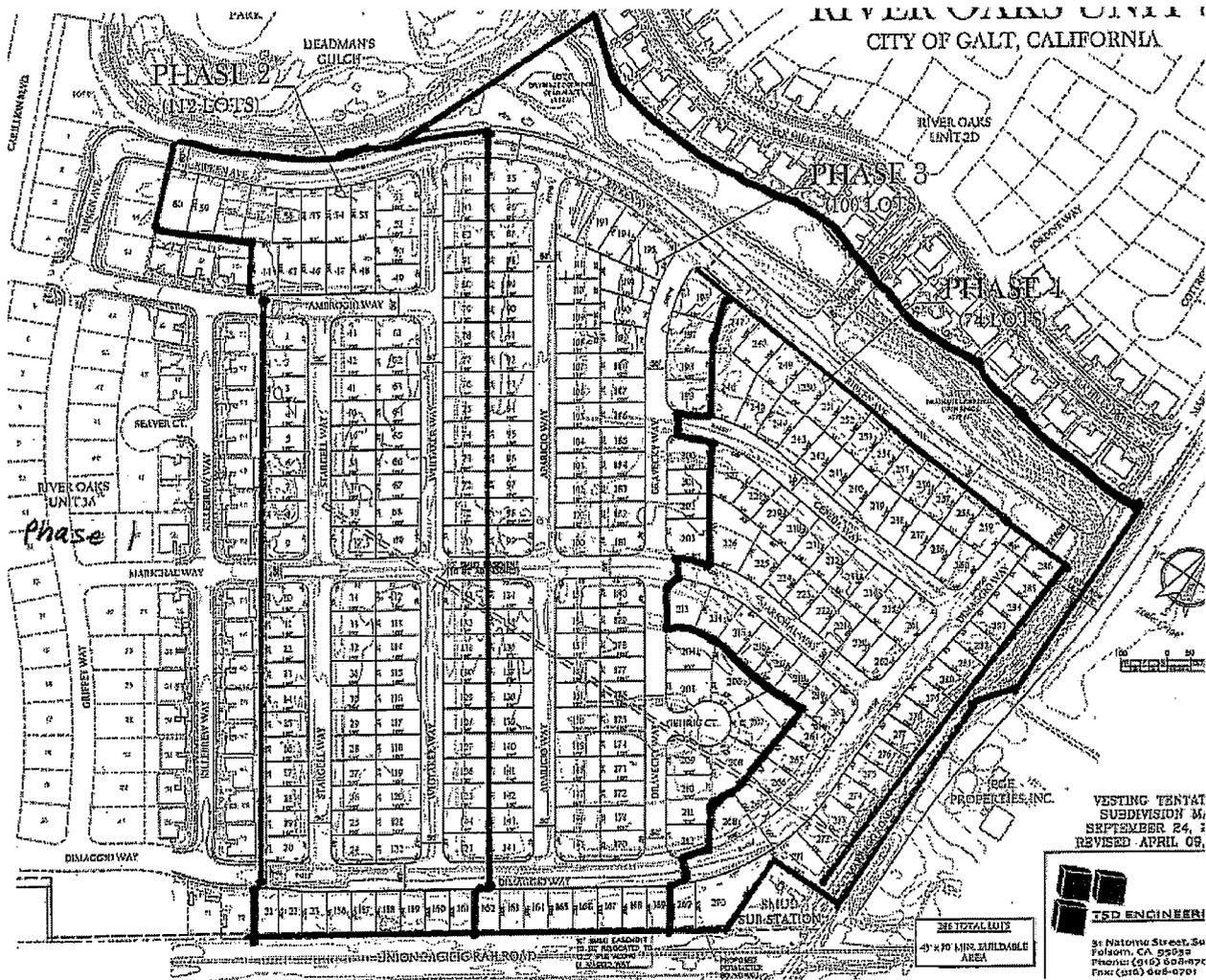
The property is a part of the larger 1,247-acre Northeast Area Specific Plan area approved for a variety of uses including low and medium density residential development, commercial and office space, and open space. The project site is currently planned and designated for low density residential uses in the General Plan, NEASP, and Zoning Ordinance.

The applicant is requesting amendment of the General Plan land use designations on the property of 56.33 acres of Low Density Residential (LDR) to Medium Density Residential (MDR). The remaining acreage of 6.11 acres of Open Space (OS) and 1.29 acres for Marengo Road will not change. The project would also require amendment of the NEASP Land Use Map of 56.33 acres designated R1-B (SP), Intermediate Density Single Family (8,000 square foot lot minimum) to R2 (SP) Medium Density Single Family (5,500 square foot lot minimum). Finally, the project would require rezoning of 56.33 acres zoned R1-B (PD), 8,000 square foot minimum to 56.33 acres of R2 (PD), 5,500 square foot minimum.

The project includes a grid pattern of local streets to serve the subdivision. One short cul-de-sac is proposed. All streets are proposed to be built to meet City standards. Proposed block lengths vary considerably, the longest being along Di Maggio Way where there are 38 lots in succession along the southerly side. A number of the interior blocks would contain fewer than 10 homes on a side.

Phasing Plan

The applicant is proposing that the subject property be developed in three phases, but since the River Oaks 3A was previously part of the vesting tentative subdivision map and is mostly developed, this revised plan has shown it as Phase 1. Therefore, the remaining 3 phases are labeled 2 through 4. To minimize confusion, staff is referring to the remaining undeveloped property as River Oaks 3B, but left the reference to River Oaks 3A as Phase 1 (see below).



The first phase is already developed or under construction and is not part of this project. Phase 2 would consist of 112 lots adjacent to the property nearest the existing 72 lots. Phase 3 would consist of 100 lots immediately east of Phase 2. Phase 4 would consist of 74 lots on the east side of the property closest to Marengo Road. The phasing plan calls for completing required public improvements in each phase prior to issuance of building permits in that phase. However, other public improvements must be installed including Marengo Road improvements, Deadman’s Gulch pedestrian path to Marengo, Ripken Avenue to Marengo, Norbury bridge crossing and the off-site Marengo Road railroad crossing prior to pulling the first building permit of Phase 3 (second phase of this project). The above phasing plan has been revised to reflect this agreement and a condition is included.

The initial River Oaks 3 project approved in 2004 delayed Marengo Road improvements until the final phase. Staff was concerned about the number of phases and pushing out these major improvements to the last phase because it would leave an increased number of residents without amenities and access to Marengo Road for an unknown time period. In addition, since the high school has opened, pedestrian and bike movement along Marengo has increased significantly. Staff asked for full improvements along Marengo to be completed as part of the first Phase of the proposed development but compromised with the applicant to include the phasing plan mentioned above.

The River Oaks Unit 3 project includes five basic entitlement requests. They are discussed separately below.

1. General Plan Amendment

This development is generally consistent with the goals and policies set forth in the Galt General Plan. The Housing Element of the General Plan states that the City needs to provide additional housing opportunities for people of all income levels. This is also an infill development which provides for additional housing without annexation or the significant extension of public services.

In addition, the project is consistent with General Plan Policy LU-1.6 Orderly Growth, which requires that development occurs in an orderly sequence based on logical and practical extension of public facilities and services. The project site is surrounded by residential development on three sides and would connect to adjacent infrastructure.

The project is also consistent with General Plan Policy LU-4.4: Medium Density Residential Development, which states the following:

“City shall designate limited areas of the city for medium density residential uses that primarily include single family homes and duplexes. The intent of this designation is to identify locations for desirable medium density neighborhoods and protect them from incompatible uses.”

The project includes the development of 286 single-family residential units and is surrounded by single-family residential on three sides. The project would result in an increase of 88 residential units on the project site from what was originally approved in 2004. This represents an approximate 33% increase in net density. However, the project site uses would remain similar and consistent with surrounding uses.

2. Northeast Area Specific Plan Amendment

When the North East Area Specific Plan (NEASP) was originally adopted, the subject property was designated “exceptional use research and development (R&D). The “Exceptional Use” designation goal was to draw a large employer to Galt and also provide flexibility in the land use designation. The flexibility built into this designation stated that after 10 years the City could consider rezoning to single family residential if an exceptional use was not found (NEASP page 23). The applicant exercised this option and was granted the amendment to residential by the City Council in 2004. The applicant now seeks to amend the NEASP land use designation again to allow for a higher density residential development. The current request does not conflict with the flexibility designed in the original land use designation of the NEASP.

In addition, in evaluating the NEASP land use designations for the area, the site is surrounded on all sides with residentially compatible development. The property to the north is the River Oaks Unit 2D project, which has a specific plan land use designation of R1B-SP. The property to the northwest is Deadman Gulch and the Community Park. The property to the west is River Oaks 3 (Phase 1) which is R1B-SP and beyond it is River Oaks Unit 1 containing higher density single family homes (R2 & R1C) similar to the requested amendments. The property to the south is R1A-PD (single family residential – 10,000 sq. ft. minimum lot size), which was developed by the Hoffman Company. Property to the east is zoned Agricultural-Residential and is under the jurisdiction of Sacramento County.

The gross density for this project is 5 units per acre and is consistent with the proposed General Plan and Specific Plan amendments. The density of River Oaks 3A was 3 units per gross acre.

3. Rezone Request

The applicant is proposing to rezone the subject property from Single-family Residential, Intermediate Density (R1B-PD with 8,000 sq. ft. minimum lot size) to Medium-Density Single Family Residential, (R2-PD with 5,500 sq. ft. minimum lot size). The proposed lot sizes on the tentative map range from 5,500 square feet to 14,060 square feet. This zoning designation allows detached single family dwellings as well as duplexes. Attached single family dwellings or multi family dwellings are conditionally permitted if a conditional use permit is approved and all development standards are met, but the applicant is not proposing anything but single family detached.

The PD suffix stands for “Planned Development.” This combining zone district requires that the developer obtain approval of the proposed floor plans and building elevations from Planning Commission/City Council. If this were only a Vesting Tentative Subdivision Map application, the Architectural Review Committee would be the body responsible for review and approval of floor plans and elevations. Since the project entails legislative entitlements and the architectural review is a condition of the rezone, the ARC action is a recommendation to the Planning Commission and City Council.

The Architectural Review Committee met on October 6, 2010 and recommended approval of the submitted floor plans and elevations.

The site is surrounded on all sides with residentially compatible land uses and development. The property to the north is the River Oaks Unit 2D project, which is zoned R1B-PD. The property to the northwest is Deadman Gulch and the Community Park. The property adjacent to the west is Elliott Homes River Oaks 3 (Phase 1) which is zoned R1B-PD and beyond it is River Oaks Unit 1 containing higher density single family homes (R2 & R1C). The property to the south is Chancellor Estates, zoned R1A-PD (single family residential – 10,000 sq. ft. minimum lot size), developed by the Hoffman Company. Property to the east is zoned Agricultural-Residential and is under the jurisdiction of Sacramento County.

4. Vesting Tentative Subdivision Map

If the general plan and specific plan amendments and rezone entitlement are granted, the applicant is then seeking approval of the attached vesting tentative map to create 286 single family home lots. An analysis of each of the major topics of the Tentative Map is provided below.

General

The applicant is not proposing the inclusion of any parkland on site, opting to pay a fee in-lieu of land dedication. This is consistent with the desire of the Parks and Recreation Department given the location of the Community Park just north of the project. Capital facilities, street lighting, and related services are provided for through the Community Facilities District and the Northeast Area Lighting Landscape and Maintenance District (NEALLMD).

Access

Main access to the site is from Marengo Road and Carillion Blvd. Ambrogio Way accesses the site from the north side of the development off of Carillion. DiMaggio Way accesses the south end of the site from Carillion. All road improvements for Carillion Boulevard and these access points were completed as part of Unit 1 for this project. Marengo Road improvements will be constructed as part of Phase 3 of this project and must be completed prior to pulling a permit for Phase 3. The improvements will include Marengo Road

widened with curb, gutter, and sidewalk on the west side of the street, as well as landscaping and a sound wall along its border. Access from Marengo to the development will be from Ripken Avenue on the north. In addition, a connection will be made to River Oaks Unit 2D on the north side of the development at Norbury Way as part of the improvements required for Phase 3. These four locations provide sufficient vehicle access for the proposed subdivision.

Internally, the subdivision provides a number of connector streets predominantly in a north-south, east-west orientation. There is one cul-de-sac in the subdivision with the northern portion of the subdivision providing a single loaded street adjacent the tributary branch to Deadman Gulch, as well Deadman Gulch (Ripken Avenue). Within the drainage corridor area, the applicant will be required to provide a 4-foot sidewalk, as well as a separated 8-foot bike path along the south side of the drainage way the entire length of Ripken Avenue daylighting on Carillion Boulevard and Marengo Road.

Landscaped Ways and Barrier Installation

Along Marengo Road, the applicant will be required to construct a landscape corridor consistent with the existing designs for the respective roadway. Within the drainage corridors on lots B & C, the applicant will need to provide landscaping and irrigation consistent with recommendations of the NEASP. This will include native grasses, as well as trees, plants and irrigation to establish and maintain plantings.

Along the south boundary (adjacent the Union Pacific rail line and except for the water treatment site) of the subdivision, the applicant proposes a masonry wall, which will need to be eight feet above grade. The design of the wall should be consistent with that of Marengo Road.

5. Architectural Design:

Elliott Homes is proposing the following Architectural package for River Oaks 3B:

River Oaks 3B Phases 2-4

Floor Plan / Square Feet	Elevations Provided	Available Bedrooms	Baths	Garages
Plan 1 - 1 story 1,140 square feet	3	3	2	Two car garage
Plan 2 - 1 story 1,330 square feet	3	3	2	Two car garage
Plan 3 - 1 story 1,560 square feet	3	4	2	Two car garage
Plan 4 - 2 story 1,895 square feet	3	4	3	Two car garage
Plan 5 - 2 story 1,930 square feet	3	4	3	Two car garage

Copies of the floor plans and elevations are included as Attachment 2 of the staff report. As mentioned in the Rezone section above, the PD suffix requires project design review by the Architectural Review Committee (ARC). The ARC met on October 6, 2010 and recommended approval of the project design package. However, the ARC recommended, and applicant approved, including four new conditions onto the home design. If the Planning Commission agrees with the recommendation, these conditions are included in the Resolution. The additional conditions are:

- Requiring outdoor air conditioner equipment to be located on the side yard rather than the back yard.
- Requiring that the walls of the outdoor courtyard be constructed of stucco or stone and that the railings are not made of wood, that they be constructed of vinyl, composite material or some other like material.
- The garage doors of the single story homes shall have options similar to the two story models, i.e., window panels or some other decorative feature.
- The two smaller model homes, Plans 1 and 2, make up no more than 15% of the total (43 units each).

According to the Galt Municipal Code, Section 18.24.035 (B) a subdivision of this size should have at least 5 different floor plans and 15 different elevations. This application contains 5 floor plans and 15 elevations, with a variety of interchangeable elements that can vary in any single elevation. This architectural package meets the minimum requirements.

The applicant held a public meeting at an existing model home in the River Oaks 3A (shown as Phase 1 on this

map) subdivision on September 30, 2010. The applicant wanted to inform current residents of the proposed project. Approximately 30 people attended the meeting. The group was not in support of the project. Chief among the issues the group expressed with the proposed plan was the smaller lots and smaller homes and the perceived impact it would have on their community and home values. They proposed some changes to the plan including limiting home size to 1,500 square feet minimum. Residents also expressed concern about the increase in traffic especially since their portion of the development must be traversed to enter and exit the subdivision. In addition, there were concerns about pedestrian safety on Marengo Road since there is currently no sidewalk. They asked the applicant if the first phase, or Phase 2 of this project be started closer to Marengo Road. A resident attending the meeting submitted a letter about the meeting. It is included in this report as Attachment 3.

Lighting, Landscape and Maintenance District & Northeast Area Community Facilities District Catch-up Provisions

At the time the Northeast Area Specific Plan was adopted, it was recognized that this property may not develop for some period of time. As a result of that, there were provisions established that took into consideration the delay and development of this property with regard to assessments and taxes levied during the period of time from when the assessments and taxes were established to the point that development would occur. To that end, and with regard to the Lighting, Landscape and Maintenance District, the assessments for this property were established at approximately 40% of that of residential development.

In addition, the maximum tax rate under the CFD for this site was set at a much lower rate than any other zoning classification or tax rate within the Northeast Area Specific Plan. For comparison purposes, the R&D maximum annual tax was established at approximately 40% of the rate for R1C zoned property. As provided in the offering statement for the Mello-Roos Community Facilities District, there is a catch-up provision stating that whenever a land use changes from one designation to another that the tax rate is increased to the higher of the two land uses and secondly, if there is a stepped up basis on the tax, there is a catch-up provision which also then needs to be calculated. This methodology would also apply to the Lighting, Landscape and Maintenance District.

As conditioned, the applicant will be responsible for the calculation costs and payment of any catch-up provisions prior to final map approval.

Attachments

Resolution 2010-____, adopting the CEQA Initial Study and Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

Resolution 2010-____, amending the General Plan and Northeast Area Specific Plan.

Exhibit A General Plan Amendment Exhibit
Exhibit B Northeast Area Specific Plan Amendment Exhibit

Ordinance 2010-____, amending the Zoning Map and approving Architecture

Exhibit A Zoning Exhibit

Resolution 2010-____(PC), conditionally approving the Tentative Subdivision Map

Exhibit A Tentative Subdivision Map
Exhibit B Conditions of Approval

Attachment 1 Initial Study, Mitigated Negative Declaration, and Mitigation, Monitoring, and

	Reporting Program
Attachment 2	Floor Plans and Elevations
Attachment 3	Correspondence received prior to staff report deadline

PL0419-P - PC Staff Rpt

RESOLUTION NO. 2010-**RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF GALT, CALIFORNIA, ADOPTING THE INITIAL STUDY,
MITIGATED NEGATIVE DECLARATION AND
THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE
RIVER OAKS 3B PROJECT**

WHEREAS, the applicant, Elliott Homes, applied for a General Plan Amendment, a Northeast Area Specific Plan Amendment, Rezone, Vesting Tentative Subdivision Map and Architectural Review for the River Oaks Unit 3B Project, (the "Project"); and

WHEREAS, a Mitigated Negative Declaration was prepared and circulated for a 30-day period from September 8, 2010 through October 7, 2010 during which time two comment letters were received (as of this writing on October 5, 2010); and

WHEREAS, the Planning Commission of the City of Galt reviewed the Initial Study and Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the River Oaks Unit 3B Project at the October 14, 2010, public hearing and considered all evidence in the record including the staff report, comments received on the documents, and oral and written testimony and, using their independent judgment, recommended approval of said Initial Study and Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, providing a basis of project approval and imposition of conditions; and

WHEREAS, the City Council of the City of Galt held a duly noticed public hearing on November 16, 2010 and has reviewed the Initial Study, Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project and considered all evidence in the record including the staff report, comments received on the documents, the recommendation from the Planning Commission, and oral and written testimony.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Galt, California, using their independent judgment, hereby approves the Initial Study and Negative Declaration and Mitigation Monitoring Plan for the River Oaks Unit 3 Project providing a basis of project approval and imposition of conditions, and makes the following findings:

- A. A legally noticed public hearing was held for input and testimony by the Planning Commission on October 14, 2010 and the City Council on November 16, 2010;
- B. The City Council considered the draft Mitigated Negative Declaration before making a decision on the project.
- C. The City Council has considered the comments received during the public review process.
- D. The City Council has determined that the project, as conditioned, is consistent with the General Plan and Northeast Area Specific Plan, as amended.
- E. The City Council finds, on the basis of the whole record before it, that: 1) the initial study provides an adequate discussion of potential environmental issues; and 2) there is no substantial evidence that the project will have a significant effect on the environment.
- F. The City Council finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the City of Galt.

G. The City Council has determined that the Mitigated Negative Declaration was prepared in compliance with CEQA and the State CEQA Guidelines, and is hereby found to be complete and final.

H. The custodian of the documents and other materials, which constitute the record of proceedings, is the Galt City Clerk. The location of these items is the Galt City Hall, 380 Civic Drive, Galt, California 95632.

I. The City Council has determined that there are project changes, conditions of approval, and mitigation measures necessary to avoid significant environmental effects from the project, and therefore, a program for reporting on or monitoring the implementation of these items is included as a part of this approval.

J. The City Council has determined that no special findings related to proximity to public use airports, pursuant to Section 15074(e) of the CEQA Guidelines, are required.

K. The City Council hereby adopts the River Oaks Unit 3B Subdivision Mitigated Negative Declaration.

L. A Notice of Determination (NOD) shall be filed with the County Clerk immediately following approval of the project. Appropriate Department of Fish and Game fees shall be filed.

The City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED AND ADOPTED by the City Council of the City of Galt, California, this 16th day of November, 2010, upon motion by Councilmember _____, seconded by Councilmember _____, by the following vote, to wit:

- AYES:** Councilmembers:
- NOES:** Councilmembers:
- ABSTAIN:** Councilmembers:
- ABSENT:** Councilmembers:

MAYOR, City of Galt

ATTEST:

City Clerk, City of Galt

RESOLUTION NO. 2010-**RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF GALT, CALIFORNIA, AMENDING THE CITY OF GALT
GENERAL PLAN AND THE NORTHEAST AREA SPECIFIC PLAN
FOR THE RIVER OAKS UNIT 3B PROJECT**

WHEREAS, the City Council of the City of Galt adopted the City's current General Plan on April 7, 2009 and certified the Final Environmental Impact Report for the General Plan by adopting Resolution No. 2009-28, herein incorporated by reference, providing a basis of project approval; and

WHEREAS, the City Council adopted the Northeast Area Specific Plan and certified the Final Environmental Impact Report by adopting Resolutions 87-52 and 87-50, respectively on June 23, 1987, herein incorporated by reference, providing a basis of project approval; and

WHEREAS, Elliot Homes applied for a General Plan Amendment and Specific Plan Amendment for the River Oaks 3B Project; and

WHEREAS, the General Plan and Specific Plan Amendments will redistribute and modify the district boundaries of the General Plan and Northeast Area Specific Plan Land Use Maps in accordance with Exhibits A and B; and

WHEREAS, the Specific Plan Amendment is consistent with the proposed amendment to the General Plan; and

WHEREAS, the River Oaks 3B General Plan Amendment and Specific Plan Amendment are found to be consistent with the overall policies of the Galt General Plan and Northeast Area Specific Plan by further refining and implementing stated policies; and

WHEREAS, the environmental analysis for the General Plan Amendment and Northeast Area Specific Plan Amendment concludes no significant environmental impacts resulting in land use and zone district boundary adjustments; and

WHEREAS, the City of Galt held a public hearing on the proposed River Oaks 3B General Plan Amendment and Specific Plan Amendment by the Planning Commission, on October 14, 2010; and

WHEREAS, the Planning Commission considered documentary and oral evidence submitted at the public hearing on October 14, 2010, and recommended approval of the River Oaks 3B General Plan Amendment and Specific Plan Amendment to the City Council.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Galt, California, using their independent judgment, certified said Initial Study and Mitigated Negative Declaration and Mitigation Monitoring and reporting Program, providing a basis of project approval and imposition of conditions and that the City of Galt Land Use Map and the Northeast Area Specific Plan Land Use Map are hereby amended in accordance with Exhibit A and Exhibit B respectively attached hereto and made a part hereof.

The City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED AND ADOPTED by the City Council of the City of Galt, California, this 16th day of November, 2010, upon motion by Councilmember _____, seconded by Councilmember _____, by the following vote, to wit:

AYES: Councilmembers:
NOES: Councilmembers:
ABSTAIN: Councilmembers:
ABSENT: Councilmembers:

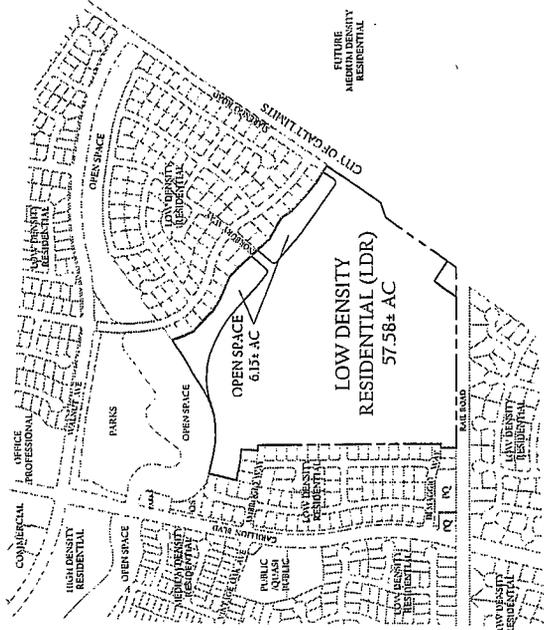
MAYOR, City of Galt

ATTEST:

City Clerk, City of Galt

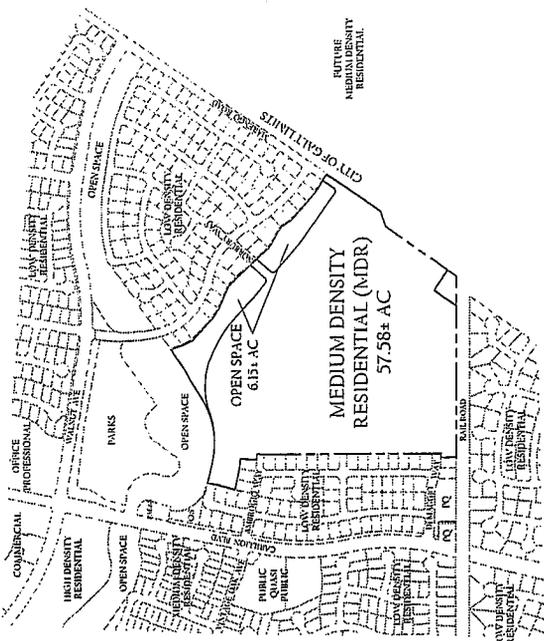
PL0419-10 Z GP and SPA Amendment

GENERAL PLAN AMENDMENT EXHIBIT
RIVER OAKS UNIT 3 B
 CITY OF GALT, CALIFORNIA



**EXISTING
 GENERAL PLAN
 DESIGNATIONS**

USE	ACRES
LOW DENSITY RESIDENTIAL	57.58±
OS - OPEN SPACE	6.15±
TOTAL	63.73±



**PROPOSED
 GENERAL PLAN
 DESIGNATIONS**

USE	ACRES
MEDIUM DENSITY RESIDENTIAL	57.58±
OS - OPEN SPACE	6.15±
TOTAL	63.73±

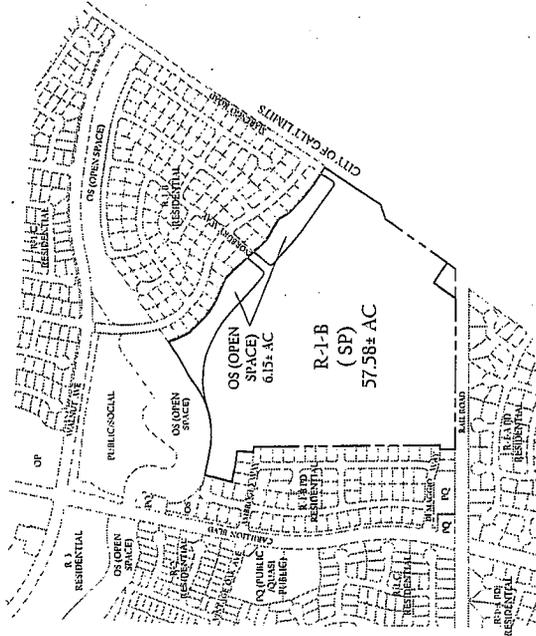
EXHIBIT A

GENERAL PLAN AMENDMENT
 SEPTEMBER 23, 2009



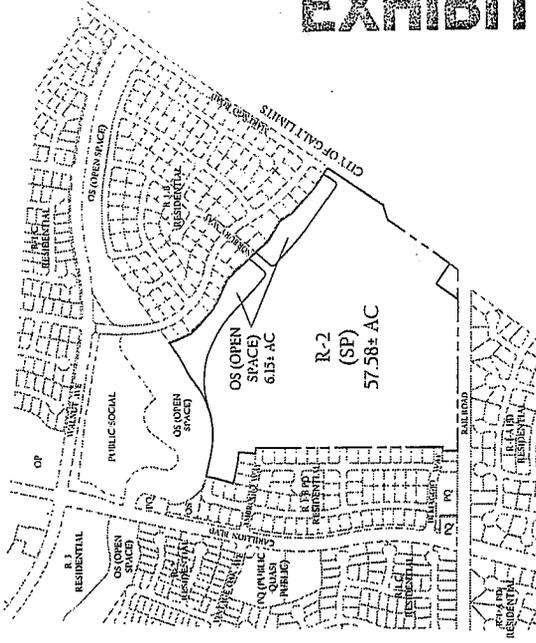
TSD Engineering, Inc.
 Total Site Design
 31 Nacoma Street, Suite #100
 Folsom, CA 95630
 TEL: 916-608-0707 FAX: 916-608-0701

SPECIFIC PLAN AMENDMENT EXHIBIT
RIVER OAKS UNIT 3 B
 CITY OF GALT, CALIFORNIA



**EXISTING
 SPECIFIC PLAN
 DESIGNATIONS**

USE	ACRES
R-1-B (SD) - INTERMEDIATE DENSITY - SINGLE FAMILY	57.58±
OS - OPEN SPACE	6.15±
TOTAL	63.73±

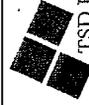


**PROPOSED
 SPECIFIC PLAN
 DESIGNATIONS**

USE	ACRES
R-2 (SP) - MEDIUM DENSITY - SINGLE FAMILY	57.58±
OS - OPEN SPACE	6.15±
TOTAL	63.73±

EXHIBIT B

SPECIFIC PLAN AMENDMENT
 SEPTEMBER 23, 2009



TSD Engineering, Inc.
 Total Site Design
 31 Napaona Street, Suite #100
 Folsom, CA 95630
 TEL: 916-608-0707 FAX: 916-608-0701

ORDINANCE NO. 2010-**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GALT,
CALIFORNIA, AMENDING THE DISTRICT ZONING MAP OF THE
CITY OF GALT AND APPROVING THE ARCHITECTURAL REVIEW FOR
RIVER OAKS 3B PROJECT**

THE CITY COUNCIL OF THE CITY OF GALT, CALIFORNIA, does ordain as follows:

SECTION 1. The Official District Zoning Map of the City of Galt established by Galt Municipal Code Section 18.08.040, is hereby amended in order to rezone those 57.58± acres from R1B-PD (Intermediate Density with 8,000 sq. ft. minimum lot size) to R2-PD, (Medium-Density with 5,500 sq. ft. minimum lot size). The project site is located east of Highway 99, between Carillion Boulevard and Marengo Road (easterly City limits), north of the Union Pacific Railroad Spur line. The project site is a total of 63.73 acres comprised of APNs 148-0800-102 and 150-0030-049. It is described in Exhibit "A" attached hereto and incorporated herein in conformance with the Galt Planning Commission recommendation at a public hearing held October 14, 2010 and the City Council decision at the public hearing held November 16, 2010.

The rezone is conditioned such that the architecture, floor plans, and elevations approved at the public hearing are the required floor plans and elevations for the development project. The architectural package is filed in the official file for River Oaks 3B and incorporated herein in full by reference. Further the floor plans and elevations identified and approved by City Council, shall not be placed whereas two substantially similar elevations are located adjacent to or directly across from one another, and that no floor plan shall comprise more than 34% of the subdivision with a minimum requirement that at least 15% of each floor plan be constructed in this subdivision. Any changes requested for the approved floor plans or elevations, except for minor alterations to be determined by the Community Development Director, shall require and constitute rezoning of the property pursuant to Galt Municipal Code, Title 18.

SECTION 2. No Mandatory Duty of Care. This ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City or any officer or employee thereof a mandatory duty of care toward persons and property within or without the City so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

SECTION 3. Severability. If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are severable. This City Council hereby declares that it would have adopted this ordinance irrespective of the invalidity of any particular portion thereof.

SECTION 4. Effective Date. This ordinance shall become effective thirty (30) days after its final passage and adoption.

SECTION 5. Within fifteen (15) days after its final passage, the City Clerk shall cause this ordinance to be published in full in accordance with Section 36933 of the Government Code.

The foregoing ordinance was introduced and the title thereof read at the regular meeting of the City Council the 16th day of November, 2010 and by vote of the Council members present, further reading was waived.

On a motion by Councilmember _____ seconded by Councilmember _____ the foregoing ordinance was duly passed and adopted by the City Council of the City of Galt at a regular meeting thereof, this _____ day of _____, 2010, by the following vote, to wit:

AYES: Councilmembers
NOES: Councilmembers
ABSTAIN: Councilmembers
ABSENT: Councilmembers

MAYOR, City of Galt

ATTEST:

CITY CLERK, City of Galt

PL0419-10 X

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RESOLUTION NO. 2010 - PC**RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF GALT, CALIFORNIA, MAKING FINDINGS AND
CONDITIONALLY APPROVING THE VESTING TENTATIVE SUBDIVISION
MAP FOR RIVER OAKS 3B PROJECT**

WHEREAS, Elliott Homes requests approval for a Vesting Tentative Subdivision Map for the River Oaks Unit 3B Project (Exhibit A); and

WHEREAS, the Planning Commission of the City of Galt held a public hearing on October 14, 2010, to consider the proposed River Oaks Unit 3 General Plan Amendment, Northeast Area Specific Plan Amendment, Rezone, Vesting Tentative Subdivision Map and Architectural Review, known as the River Oaks 3B Project (the "Project"); and

WHEREAS, the Planning Commission of the City of Galt reviewed all evidence in the record at said public hearing including the proposed Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring Plan prepared for the project in accordance with the California Environmental Quality Act (CEQA), and recommended that City Council approve same, and;

WHEREAS, the Planning Commission reviewed the proposed vesting tentative subdivision map for the River Oaks 3 Project and considered all evidence in the record, oral and written, at the public hearing including the staff report, environmental analysis and public testimony, providing a basis of project approval and imposition of conditions.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Galt has made the following findings on the tentative subdivision map for the River Oaks Unit 3 Project:

- A. A legally noticed public hearing was held for input and testimony by the Planning Commission on October 14, 2010;
- B. Because the Planning Commission's approval of a vesting tentative map for the project is conditioned on final action by the City Council (to approve the proposed General Plan Amendment, Northeast Area Specific Plan Amendment, Rezone, and Architectural Review of the subject property), final action under CEQA will be taken by the City Council. The Planning Commission believes that the Initial Study and Negative Declaration satisfies the requirements of the California Environmental Quality Act incorporated herein in full, and has separately recommended that the City Council so find in connection with its review of the proposed General Plan Amendment, Northeast Area Specific Plan Amendment, Rezone, and Architectural Review; and
- C. The proposed General Plan Amendment, Northeast Area Specific Plan Amendment, Rezone, Vesting Tentative Subdivision Map, and Architectural Review is consistent with the General Plan policies and land use map and the Northeast Area Specific Plan policies as amended; and
- D. The proposed development is so designed and of sufficient size to provide a desirable environment within its own boundaries. The design of the subdivision will provide housing, which is an identified need in the General Plan; and

E. The proposed development would be compatible with existing and proposed land uses on the adjacent property. The proposed subdivision is compatible with the surrounding residential land uses, which are comprised of similar density, single-family neighborhoods; and

F. All public improvements will be installed at the scheduled times. No Final Map shall be issued until the public improvements are accepted by the City; and

G. There is adequate assurance that the development schedule will be met. This is based on the applicant's proven ability to deliver projects on time.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Vesting Tentative Subdivision Map for River Oaks 3B Project set forth in Exhibit A is hereby approved subject to the Conditions of Approval set forth in Exhibit B to this Resolution; provided, however, that in the event the City Council does not approve the proposed General Plan and/or Northeast Area Specific Plan Amendments and/or the Rezone or approval of the Mitigated Negative Declaration for this project, then this Resolution of conditional approval shall be void and of no effect.

The Planning Commission Secretary shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED AND ADOPTED by the Planning Commission of the City of Galt, California, this 14th day of October, 2010, upon motion by Commissioner _____, seconded by Commissioner _____, by the following vote, to wit:

- AYES:** Commissioners:
- NOES:** Commissioners:
- ABSTAIN:** Commissioners:
- ABSENT:** Commissioners:

Planning Commission Vice Chair, City of Galt

ATTEST:

Planning Commission Secretary, City of Galt

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Exhibit B to Resolution 2010 - __ (PC)

**CONDITIONS OF APPROVAL
FOR THE RIVER OAKS 3B
VESTING TENTATIVE SUBDIVISION MAP PROJECT
(90 CONDITIONS)**

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
SANITARY SEWER:				
1.	Building permit issuance will be determined by sewage treatment plant capacity.	Building Permit	Building Official / City Engineer	
2.	The Owner, Developer, or Successor-in-interest (ODS) shall provide public sanitation facilities necessary to serve the subdivision to the satisfaction of the City Engineer.	Final map improvement plans And Acceptance of Improvement Plans	City Engineer	
STREETS, CIRCULATION AND EASEMENTS:				
3.	Grant the City right-of-way for the indicated public streets and construct and install public street improvements to the satisfaction of the City Engineer in accordance with City Standards.	Improvement Plans and Final Map	City Engineer	
4.	No building permits shall be issued for any structure unless all public improvements and those on-site private improvements deemed necessary by the City to serve any proposed phasing of development are completed, pursuant to G.M.C. 15.24.020 and 15.24.030.	Building permit	City Engineer	
5.	As part of the improvement plans, the developer shall provide Carillion Boulevard improvement plan sheets demonstrating that there is adequate turn pocket geometry to accommodate turning movements from and onto Carillion Boulevard. Any necessary modifications to the Carillion Boulevard median and landscaping are the responsibility of the developer and shall be done to the satisfaction of the City Engineer.	Improvement Plans	City Engineer	
6.	Landscaping and masonry walls on Marengo Road (10 foot berm/wall combination consistent with adopted standard), and along the UPRR tracks (8 foot wall measured from finished pad elevation and consistent with Marengo Road wall design) are part of the public improvements and must be completed prior to acceptance of public improvements as part of Phase 3. The walls shall match the designs set forth in the Galt Landscape Manual for the respective roadway corridors. The improvement plans shall detail a reasonable design transition from the 10 foot berm/wall to the 8 foot wall along the UPRR tracks. The improvement plans shall also detail wall transitions at	Improvement Plans	City Engineer	

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
	all subdivision entries to include a step-down wall in accordance with the Galt Landscape Manual (and any proposed signage).			
7.	At the intersection of Carillion Boulevard and Di Maggio Way, the westbound approach of DiMaggio Way shall be provided with separate left and right lanes. The median of Carillion Boulevard shall be modified to provide a 200-foot long left-turn refuge lane for westbound DiMaggio Way. The project share is 100 percent. This improvement shall be operational prior to issuance of first building permit.	Improvement Plans	City Engineer	
8.	At the intersection of Marengo Road and Ripken Avenue, the eastbound approach of Ripken shall be provided with separate left/straight/right lanes and installed with a stop-sign control. The straight-thru lane shall be temporarily striped and include delineators/channelizers to close the straight-turn movement until future development continues the street east of the intersection. The northbound and southbound approaches on Marengo Road shall be operated as uncontrolled movements. The project share is 100 percent. This improvement shall be operational prior to issuance of first building permit for Phase Three.	Improvement Plans	City Engineer	
9.	Applicant shall provide striping and concomitant signage for bicycle and on-street parking along select streets to the satisfaction of the City Engineer.	Improvement Plans	City Engineer	
10.	Provide right-of-way for pedestrian ramps at all street intersections per most recent edition of Sacramento County Improvement Standards, or as amended by the City of Galt Improvement Standards.	Improvement Plans	City Engineer	
11.	Street signs shall be provided by the developer at all street intersections per City of Galt requirements. Developer to provide two duplicate copies of each street sign prior to acceptance of improvements.	Acceptance of Improvements	City Engineer	
12.	Street lighting shall be provided in accordance with City requirements and accepted design criteria.	Acceptance of Improvements	City Engineer	
13.	Stop signs shall be installed as required.	Acceptance of Improvements	City Engineer	
14.	Provide a 12½ foot Public Services Easement (PSE) along all public streets.	Final Map	City Engineer	
15.	Meet requirements of SMUD and Pacific Gas & Electric Company regarding facilities, including any easements.	Final Map	Utilities	

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
	MISCELLANEOUS:			
16.	All development shall comply with the provisions of Title 18 of the Galt Municipal Code. The ODS is required to comply with all ordinances, statutes, regulations and procedures applicable at the time of development.	All phases of review and approval	Community Development Director	
17.	The following informational deed clause shall be required on all deeds in the subdivision: <i>"By this deed the buyer acknowledges that there are potential conflicts and affects of existing agricultural activities, operations and facilities in the vicinity of Galt including, but not limited to, noise, odors, dust, agricultural spraying, and agricultural burning. Existing agricultural activities, operations and facilities in the Galt vicinity include the cultivation and tillage of soil for the growing, harvesting, and processing of agricultural commodities, and the raising, breeding, and training of livestock. Pursuant to California Civil Code §3482.5, typical agricultural activities, operations of facilities conducted or maintained for commercial purposes in a manner consistent with the proper and accepted customs and standards, as established and followed by similar agricultural operations in the same locality, are generally not a nuisance except as otherwise provided by law."</i> A typical deed shall be submitted to the Planning Department for approval prior to final map.	Final Map	Planning Department	
18.	All costs for complying with these conditions of approval, unless otherwise noted, are the responsibility of the ODS.	All phases of review and approval	ODS	
19.	Developer shall prepare a waste diversion plan to recycle at least 50% of the materials generated for discard by this project during the construction phase in consultation with representatives of California Waste Recovery Systems (209-369-6887). The waste diversion and recycling plan shall use best management practices in order to achieve the recycling target. The diversion plan shall be subject to review and approval.	Final Map or Improvement Plans, Whichever is first	Planning Department	
20.	Prior to the final map approval, the subdivider shall pay to have the City and/or the City's consultant prepare an analysis regarding the "catch-up tax" as it relates to the Community Facilities District (CFD) 2001-01 (formerly 88-01). The catch-up tax, as determined by the City, shall be paid in full prior to final map approval. Additionally, the subdivider shall be responsible for costs associated with re-allocation of the CFD tax on the parcels created by the final map.	Final Map	Finance Department Planning Department	

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
	Contact the Finance Department for the procedures to accomplish this re-spread. The process may take as long as 90 days, so applications should proceed in timely manner.			
21.	All of the River Oaks Unit 3B vesting tentative map land is contained in the Northeast Galt Landscape and Lighting District. The rezone of this acreage to Residential results in a change of land use designation within the Lighting and Landscaping District as well. This change of designation incurs the requirement for the developer to pay catch-up assessments to address the differential of assessments between Residential [new designation] and Research and Development [previous designation]. The City Engineer shall calculate and determine the catch-up assessment which shall be paid prior to the recordation of the Final Map.	Final Map	City Engineer Finance Department	
22.	Prior to final map, the developer shall be required to annex to Galt Lighting and Landscaping Maintenance District #3 or form another funding mechanism for the maintenance of street lighting, landscaped areas, parks, and other requirements pursuant to the Lighting and Landscaping Act of 1972 as approved by the City. The owner/developer shall notify all potential lot buyers prior to sale that this Project is a part of the LLMD and shall inform potential buyers of the special tax amount. Said notification shall be in a manner approved by the City.	Final Map	City Engineer Finance Department	
23.	Prior to final map, the developer shall be required to form a benefit assessment district or another funding mechanism for the maintenance of stormwater quality and hydromodification facilities as approved by the City. The owner/developer shall notify all potential lot buyers prior to sale that this Project is a part of a benefit assessment district and shall inform potential buyers of the special tax amount. Said notification shall be in a manner approved by the City.	Final Map	City Engineer Finance Department	

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
24.	<p>The property covered by the Project is part of Public Safety Community Facilities District (2005-1), approved by the City for the provision of public facilities and services ("Muni Financial Study"), and subject to the special tax approved with the formation of the CFD.</p> <p>The applicant and the property owner acknowledge and agree that if the Project were not part of the CFD, the City might lack the financial resources to operate facilities and provide public services, such as police protection, fire protection and emergency medical services. Absent the requirement for inclusion of the Project within the CFD, the City might not be able to make the finding that the Project is consistent with the General Plan and might not be able to make the findings supporting approval of the Project as required by the Subdivision Map Act and the California Environmental Quality Act, and the City might be required to deny the application for this project.</p> <p>The owner/developer shall notify all potential lot buyers prior to sale that this Project is a part of a Community Facilities District and shall inform potential buyers of the special tax amount(s). Said notification shall be in a manner approved by the City.</p>	Final Map	<p>City Engineer</p> <p>Planning Department</p> <p>Finance Department</p>	
25.	<p>The project shall widen and improve to City standards the railroad crossing at Marengo Road, concurrent with proposed Marengo Road widening improvements and in accordance with Galt General Plan Policy SS-6.3 for railroad safety. For purposes of Section 15.24.020 of the Galt Municipal Code these improvements need not be completed before building permit issuance. This improvement must be operational prior to issuance of the first building permit for Phase 3. Developer is responsible for project coordination with the Railroad representatives and is responsible for ensuring the project is designed and constructed to the satisfaction of the UPRR and the City of Galt. Project design, construction and management costs directly associated with the railroad crossing project are subject to a Reimbursement Agreement with the City in accordance with the City's Traffic Capital Improvement Program.</p>	Final Map	City Engineer	

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
26.	<p>The developer shall design and install landscape improvements along the Deadman Gulch tributary (Lots B and C) and along the south bank of Deadman Gulch. Such improvements shall include access arrangement for maintenance purposes and - bike and pedestrian ways from Carillion Boulevard to Marengo Road, landscaping, irrigation and such other improvements to the satisfaction of the City. Improvements shall be in compliance with the Galt Landscape Manual and Northeast Area Specific Plan and shall be set forth on landscape plans to be approved by the Planning Department. Construction costs for the bicycle trail development and landscaping are subject to a Reimbursement Agreement approved by the City.</p> <p>Public landscape plans, prepared by a licensed landscape architect in accordance with the City of Galt Landscape Manual at developer's expense, including Lot " B" and "C" along Deadman Gulch, shall be submitted to the Planning Department and approved prior to final map approval. Landscaping and irrigation improvements must be completed prior to acceptance of public improvements. There is a \$300.00 deposit required for review of the landscape plan by the City Landscape Architect. If the review costs exceed \$300, an additional deposit will be required.</p>	Final Map	City Engineer Finance Department Planning Department	
NOISE:				
27.	Construction noise shall be limited per the City's Noise Ordinance, Chapter 8.40 of the Galt Municipal Code.	Ongoing during construction	Code Enforcement and Building Inspector	
WATER AND FIRE SUPPRESSION:				
28.	Approval of this subdivision and acceptance of a final map is conditioned upon meeting the CSD Fire Protection District's requirements for fire suppression.	Improvement Plans and Final Map	CSD Fire Marshall City Engineer	
29.	The ODS shall provide adequate water supplies for domestic and fire protection purposes subject the City approval and/or participate in an area wide water supply plan. In either case, water supplies shall be of sufficient quantity and quality meeting necessary City and health requirements.	Acceptance of Improvements	Fire Marshall City Engineer	
30.	The ODS shall provide fire hydrants as determined by the City Engineer in consultation with the CCSD. Fire Hydrant type and location shall be subject to the requirements of the Public Works Department.	Improvement Plan	City Engineer	
31.	The ODS shall provide access arrangements and install working fire hydrants delivering fire flows to the satisfaction of the City Engineer in consultation with the	Prior to building Permit	City Engineer, Fire District	

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
	Fire District prior to any combustible construction.	approval		
32.	All homes must have clearly marked address numbers affixed to the front of the residence. The numbers shall be of a contrasting color to the residence and shall be of a sufficient size to be visible from the road frontage.	Final permit Inspection	Building Official	
33.	Provide and install water meters per City of Galt requirements.	Building Final Inspection	City Engineer, Building Inspector	
MAPS AND PLANS:				
34.	All existing and proposed utilities shall be underground in accordance with City Ordinances.	Improvement Plans	City Engineer	
35.	Pay all delinquent taxes prior to final map approval.	Final Map	Planning Dept.	
36.	All easements of record to be shown on the final map.	Final Map	City Engineer	
37.	Lots denoted by alphabet letter shall be offered for dedication to the City of Galt at final map for Phase 2.	Final Map	City Engineer	
38.	The final map shall be prepared in accordance with Chapter 17.28 of the Galt Municipal Code and the final map shall be consistent with, and shall comply with, all provisions of the Northeast Area Specific Plan, as amended. This grant of approval is conditioned upon the inclusion of mitigation measures so described in the Northeast Area Specific Plan Final E.I.R., Development Standards and Regulations of the Specific Plan, and such terms and conditions of Resolutions 87-50 and 87-52, as applicable.	Final Map	City Engineer and Community Development Director	
39.	The ODS shall provide an "8 1/2 X 11" copy of the proposed final map noting proposed street names and lot numbers only. This map will be used to assign addresses and street names. (The ODS must obtain approval of any proposed street names from the City of Galt Planning Department. Approved street names shall be shown on the final map). Due to a request from the ODA to maintain the baseball theme of the project, the City has agreed to require only two street names from the Galt Area Historical Society's list of historical names. "Ambrogio" has been used for River Oaks 3A and "Whitaker" has been reserved for River Oaks 3B.	Final Map	Planning Dept.	
40.	In order to ensure the emergency response agencies have project data during construction operations, the following will be required. At the time of final map or design approval of public improvement plans, whichever comes first, developer shall submit 3 sets of an electronic copy of the complete project (including all "XREF" and support files) as it appears in the approved printed plans. All electronic formats shall be	Final Map Improvement Plans	City Engineer	

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
	submitted on Windows OS formatted CD ROM's. The submitted electronic copy shall be labeled with name and address of project. CD ROM's shall be submitted in format that is compatible with Auto Cad 14 or higher. Completed compact disks are to be submitted to the Public Works Department.			
41.	Provide the City of Galt Public Works Department with a reproducible vellum of the recorded final map and three blackline prints. Three copies of the recorded final map information shall also be provided on computer disk compatible with Auto CAD 14 or higher on separate CD-ROM. Provide the Building Department, Police Dispatch office and Planning Department with 1:500' scale copies of the final map. Building Permits may not be issued until the said maps are delivered to the City. Provide reproducible Mylar or vellum 'as-built' drawings, two blackline sets, and two copies on computer disk compatible with AutoCAD 14 or higher on separate CD-ROMs of the public improvements to the City Engineer prior to their acceptance.	Final Map Building permit Acceptance of Public Improvements	City Engineer	
42.	Prior to final map(s) approval, an MAI prepared land appraisal shall be performed for the project site by a qualified real estate appraiser, approved by the City, for the purposes of determining and payment of park in-lieu fees. Said appraisal shall be current within two months of the date of Final Map approval. The appraisal must show the estimated fair market value at the time of final map approval (finished lots). In other words, all installed or bonded for public and private improvements must be included. Fee payment shall be based on the number of finished lots approved.	Final Map	Planning Dept.	
43.	A preliminary soils report prepared by a registered civil engineer shall be required and submitted in accordance with 66490 and 66491 (a), (b), of the Map Act prior to final map approval.	Final Map	City Engineer	
44.	The developer should immediately consult with SMUD Distribution Planners. The developers must submit copies of all tentative maps to SMUD and PG&E for review.	Final Map	Planning Dept.	
45.	The ODS shall submit deeds with the final map application for all parcels or rights of way proposed to be dedicated to the City of Galt with the final map.	Final Map	City Engineer	
46.	All existing and proposed utilities, excluding 69 KV lines or higher, shall be underground in accordance with City Ordinances. If the lines are 69 KV or higher, developer shall ensure that the poles are steel and not	Improvement Plans	City Engineer	

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
	wood.			
47.	Prior to final map approval, ODS shall provide to the City a bond(s) in the amount sufficient to cover all cost of the required public improvements as determined by the City Engineer, and a bond(s) sufficient to cover the amount for the performance of said improvements or other City-approved security devise of same in accordance with a subdivision agreement approved by the City, or construct all required public improvements.	Final Map	City Engineer	
48.	Prior to final map approval, applicant shall pay all costs as set forth in the Galt Fee Schedules adopted by City Council.	Final Map	Planning Dept. City Engineer	
49.	Dust and particulates from construction grading activities must be minimized by sprinkling exposed soils and curtailing grading activities on windy days. A grading and Storm Water Pollution Prevention Plan will be required as part of improvement plans. Storm drain runoff will be controlled in conformance with City standards and the NPDES permit in effect.	Final Map Improvement Plans	City Engineer	
50.	<p>If model homes are proposed, a <u>private</u> landscape/irrigation plan shall be prepared for one model home to demonstrate xeriscape principles. See Galt Landscape Manual for submittal requirements.</p> <p>There is a \$300.00 deposit required for review of the model home landscape plan by the City Landscape Architect. If the review costs exceed \$300.00, an additional deposit will be required.</p> <p>Front yard landscaping shall be installed for each residential unit in accordance with Ordinance 95-02. A typical front yard landscape plan for an interior lot and a corner lot shall be submitted to the Planning Department prior to building permit issuance in the subdivision. See Galt Municipal Code Chapter 18.20.030 for requirements.</p>	Prior to building permit approval	Planning Dept.	
51.	<p>Applicant shall construct and install facilities as per approved plans on file with the City Engineer,:</p> <ul style="list-style-type: none"> • Public street plan (including curb, gutter, and sidewalks) • Storm drain plan • Water distribution plan • Grading plan/grading detail/dust control/erosion control • Landscape, irrigation and masonry walls • Striping and Signage Plan 	Improvement Plans	City Engineer	

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
	<ul style="list-style-type: none"> Improvement plans shall be consistent with adopted public improvement standards 			
52.	A copy of these conditions of approval will be required when submitting the final map for River Oaks 3B. Please address each of the conditions in writing, providing documentation that each condition of approval has been satisfied, to both the Community Development Department and the City Engineer.	Final Map	Community Development Director And City Engineer	
53.	The River Oaks 3B Tentative Subdivision Map shall expire 2 years from the date of Planning Commission approval.	Final Map	Planning Department	
UTILITIES:				
54.	The ODS shall pay acreage drainage fee in accordance with established fee schedule at the time of final map recordation.	Final Map	City Engineer	
55.	The ODS shall provide drainage easements and install drainage facilities.	Improvement Plan	City Engineer	
56.	Utility improvements as indicated on the approved tentative subdivision map are informational only. City Engineer will approve utilities with the improvement plans submitted with the final map.	Final Map	City Engineer	
57.	The ODS shall meet requirements of SMUD and Pacific Gas and Electric Company regarding facilities, including required easements in private streets and landscape areas. The ODS must submit copies of all tentative maps to SMUD and PG&E for review.	Final Map And Improvement Plans	Utilities and City Engineer	
DEVELOPMENT:				
58.	<p>The subdivision plans must incorporate the PG&E gas facilities. It is the responsibility of the ODS to pothole existing facilities if needed to determine conflicts. If any pipe coating damaged during excavation contact PG&E Gas Maintenance & Operations (916-386-5153) to repair damaged pipe wrap.</p> <p>The gas facilities located within the project area may require special construction equipment weight limits when working over or near these facilities. The ODS shall consult with PG&E prior to construction. An application for gas services is required by PG&E.</p>	All Phases	Utilities	
59.	Project development shall include installation of six foot high solid wood (or equivalent material acceptable to the Planning Department) fencing along the rear and side lot lines of each residential lot in the standard residential subdivision that is not already identified as having a noise attenuation wall along the side or rear lot line. Height of fence shall not exceed that of attenuation wall. No final permit will be issued until	Building permit inspection	Building Inspector	

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
	said fences are in place.			
60.	All heating and air conditioning equipment shall be placed in the side yard, sufficiently screened to obscure views from public ways, and consistent with the setbacks in Galt Municipal Code, Table 18.20.2.	Building permit application	Planning Dept.	
61.	Walls of the outdoor courtyard shall be constructed of stucco or stone and that the railings are not made of wood, that they be constructed of vinyl, composite material or some other material approved by the Planning Department.	Building permit application	Planning Dept.	
62.	The garage doors of the single story homes shall have options similar to the two story models, i.e., window panels or some other decorative feature.	Building permit application	Planning Dept.	
63.	Hackberry (<i>Celtis occidentalis</i>) Trees shall not be planted as street trees. These trees have attracted an insect infestation elsewhere in the City which created sticky areas below them.	Landscape plans	Planning Dept.	
64.	The building and elevation plans for this subdivision have been approved by the Planning Commission and the City Council and must match the Approved Architectural Review submittal in the official file with the City of Galt. Further the floor plans and elevations identified and approved by City Council, shall not be placed whereas two substantially similar elevations are located adjacent to or directly across from one another, and that no floor plan shall comprise more than 34% of the subdivision with a minimum requirement that at least 15% of each floor plan be constructed in this subdivision. Plans 1 and 2 shall not comprise more than 15% of the total homes constructed. In addition, this subdivision shall not place, or cause to be placed, two identical elevations directly across from nor adjacent to one another. Any changes requested for the approved floor plans or elevations, except for minor alterations to be determined by the Community Development Director, shall require and constitute rezoning of the property pursuant to Galt Municipal Code, Title 18.	Building permit application	Planning Dept.	
65.	Project is approved for detached single family homes only.	Building permit Application	Planning Dept.	
66.	Lots (numbers 1 through 21, 44, 57, 58, 59, and 60) abutting existing single story homes shall be restricted to only single story floor plans	Building permit application	Planning Dept.	
67.	Indicate proposed pad elevations and show existing	Improvement	Planning Dept. /	

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
	elevations around the subdivision boundary. Slopes between lots shall not exceed 3 feet horizontal to each foot vertical (3:1 maximum).	Plans	City Engineer	
68.	Grading of lots shall be designed so that all areas drain to the street and the top of slope is located on the property line or setback therefrom. Where lots abut the subdivision boundary, the elevation difference between existing and proposed grades shall be kept to an absolute minimum (approximately 0.5' maximum). Where elevation differences are necessary, a low spot at the common lot line shall be avoided by use of retaining walls or the acquisition of adjacent slope rights, etc., as approved by the Building Official.	Improvement Plans and Building permits, as applicable	Building Official / City Engineer	
69.	ODS shall pay all fees in effect at the time of building permit issuance, or other time indicated, as included on the City Council adopted fee schedules. Project approval does <u>not</u> vest the fees or taxes in effect at the time of vesting tentative map approval. ODS agrees that the City would not have approved the requested legislative entitlements for higher density in this project unless this condition was imposed and agreed to.	Building permit issuance or other time specified in fee schedule	ODS	
70.	The ODS shall provide monumentation in accordance with accepted standards.	Acceptance of Improvements	City Engineer	
71.	The ODS shall provide certificates of mitigation from both the Galt Elementary and High School Districts. The Building Department will calculate approximate square footage, with fees being paid directly to respective districts.	Building permit issuance	Planning Dept.	
72.	<p>The ODS shall submit a revised Phasing Plan to reflect the changes as proposed on page 4 of the Planning Commission staff report and included in that revised diagram.</p> <p>The first phase is already developed or under construction and is not part of this project. Phase 2 would consist of 112 lots adjacent to the property nearest the existing 72 lots. Phase 3 would consist of 100 lots immediately east of Phase 2. Phase 4 would consist of 74 lots on the east side of the property closest to Marengo Road. The phasing plan calls for completing required public improvements in each phase prior to issuance of building permits in that phase. However, other public improvements must be installed including Marengo Road improvements, Deadman's Gulch pedestrian path to Marengo, Ripken Avenue to Marengo, Norbury bridge crossing and the off-site Marengo Road railroad crossing prior to pulling the first building permit of Phase 3 (second phase of this project). Minor alterations to the Phasing Plan</p>	Building permit application	Planning Dept.	

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
	shall be approved by the Community Development Director.			
73.	Roofing materials for all structures shall have a minimum Class "C" rating.	Building permit application	Building Dept.	
74.	This project is subject to SMAQMD rules and regulations in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916-874-4800. This includes, but is not limited by rules 201, 403, 442, and 902.	All phases	SMAQMD	
75.	All public improvements shall be in accordance with the latest edition of the County of Sacramento standard construction specifications and improvement standards except as modified by the City of Galt.	Improvement plans	City Engineer	
76.	Dust and particulates from construction grading activities must be minimized by sprinkling exposed soils and curtailing grading activities on windy days. A grading and Storm Water Pollution Prevention Plan will be required as part of improvement plans. Storm drain runoff will be controlled in conformance with City standards and the NPDES permit in effect.	Improvement Plans Grading and construction	City Engineer	
77.	The ODS shall provide weather-resistant signage (wooden surface with vinyl or painted lettering, or a City Planning approved alternative) on-site prior to grading permit, measuring four-feet by eight-feet and four-feet off grade that shall include the following verbiage: "This Residential project is being constructed by (CONTRACTOR NAME) as approved by the City of Galt in conformance with federal, state and local air quality and stormwater pollution prevention requirements. Any observed violations should be reported to: <u>Company Contact person, company phone number</u>). This sign is required by the City of Galt, Community Development Department, Planning Division 209-366-7230, to protect the natural resources of the citizens of Galt". Sign to remain in place until the last residential structure receives final inspection.	Prior to grading permit	Planning Department	
78.	The vesting tentative subdivision map is inconsistent with the City's current Zoning Ordinance. Approval of this tentative subdivision map is conditioned on the subdivider obtaining the necessary amendments to the Zoning Ordinance.	Final Map	Planning Dept.	
79.	Applicant shall indemnify and hold harmless the City, its council members and commissioners, officers, agents, employees, and representatives from liability for any award, damages, costs and fees, including	Ongoing	Planning Dept.	

#	CONDITION OF APPROVAL	SCHEDULE / DUE:	RESPONSIBLE ENFORCEMENT	COMPLETED DATE
	without limitation attorney's fees, incurred by the City and/or awarded to any plaintiff in any action related to or arising out of City's approval of this project or subdivision map or any environmental or other documentation related to this project or subdivision map. Applicant further agrees to provide a defense for the City in any such action.			
ENVIRONMENTAL COMPLIANCE				
	This grant of approval is conditioned upon the inclusion of mitigation measures so described in the Mitigated Negative Declaration prepared for this project. Please refer to the Initial Study/Mitigated Negative Declaration for the Proposed River Oaks 3B Project. The Mitigation Measures are noted below.			
Air Quality				
80.	<p><i>MM-III. During construction, activities shall comply with SMAQMD's Rule 403, Fugitive Dust, which requires implementation of reasonable precautions so as not to cause or allow emissions of fugitive dust from being airborne beyond the property line of the project site for review by the City Building Official and SMAQMD. In accordance with SMAQMD-recommended mitigation measures for the control of fugitive dust, reasonable precautions shall include, but shall not be limited to, the following:</i></p> <ul style="list-style-type: none"> • <i>Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads;</i> • <i>Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered;</i> • <i>Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited;</i> • <i>Limit vehicle speeds on unpaved roads to 15 miles per hour (mph);</i> • <i>All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;</i> 	During construction	City Building Official SMAQMD	

	<ul style="list-style-type: none"> • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site; and • Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. 			
Cultural Resources				
81.	<p><i>MM-Va Prior to the approval of the improvement plans, the project's improvement plans shall include notes (per California Health & Safety Code, Section 7050.5, Government Code 27491, and Public Resource Code Section 5097.98) indicating that if historic and/or cultural resources, including human remains, are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the project contractor shall immediately notify the Planning Department of the discovery. Additionally, the construction notes would indicate that in the event that human remains are discovered, the Sacramento County Coroner shall be immediately notified, and if the remains are thought to be Native American, the Native American Heritage Commission shall be notified. In the case of an archeological, prehistoric, or historic discovery, the developer shall be required to retain the services of a qualified archaeologist as approved by the City for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the Planning Department for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken.</i></p>	<p>Prior to approval of improvement plans and during construction</p>	<p>Planning Department</p>	
82.	<p><i>MM-Vb Implement MM-Va.</i></p>	<p>Prior to approval of improvement plans and during construction</p>	<p>Planning Department</p>	
Geology and Soils				
83.	<p><i>MM-VIa Prior to the issuance of building permits, the applicant shall submit grading and</i></p>	<p>Prior to issuance of</p>	<p>Public Works Department</p>	

	<p><i>foundation plans to the Public Works Department and Building Department for review and approval. The grading and foundation plans shall be consistent with, and implement the recommendations of, the project Geotechnical Engineering Study.</i></p>	<p>building permits</p>	<p>Building Department</p>	
84.	<p><i>MM-VIb Prior to further site grading, the applicant shall submit a Grading Plan, Erosion Control Plan, and a Stormwater Pollution Prevention Plan (SWPPP) to the Public Works Department for review and approval. Measures could include, but are not limited to:</i></p> <ul style="list-style-type: none"> • <i>Hydro-seeding;</i> • <i>Placement of erosion control measures within drainageways and ahead of drop inlets;</i> • <i>The temporary lining (during construction activities) of drop inlets with "filter fabric" (a specific type of geotextile fabric);</i> • <i>The placement of straw wattles along slope contours;</i> • <i>Directing subcontractors to a single designation "wash-out" location (as opposed to allowing them to wash-out in any location they desire);</i> • <i>The use of silt fences; and</i> • <i>The use of sediment basins and dust palliatives.</i> 	<p>Prior to further site grading</p>	<p>Public Works Department</p>	
	<p>Noise</p>			
85.	<p><i>MM-XII Prior to Final Map approval, the applicant shall show the proposed noise walls along Marengo Road extending around the corner of lot 286 (along Ripken Avenue) to bring the wall even with the future building façade and along all properties facing the railroad tracks.</i></p>	<p>Prior to Final Map approval</p>	<p>City Engineer</p>	
	<p>Transportation/Traffic</p>			
86.	<p><i>MM-XVIa A traffic signal/intersection improvements shall be installed at the Marengo Road/Ripken Way intersection. This traffic signal/intersection improvement is necessary for the cumulative conditions and is a regional improvement that should be part of the TCIP fee but is not currently included. If the TCIP is updated to include the traffic signal/intersection improvements at the time of issuance of building permits, the applicant shall pay the project's fair</i></p>	<p>At the time of issuance of building permits</p>	<p>City Engineer</p>	

	<i>share through paying the TCIP. If the signal/intersection improvement is not included in the TCIP at the time of issuance of building permits, the applicant shall pay its fair share of the improvement as determined by the City Engineer based upon the volume of traffic generated by the proposed project as a percentage of the overall volume at the intersection.</i>			
87.	<i>MM-XVIIb A traffic signal/intersection improvements shall be installed at the Carillion Boulevard/Vintage Oak Avenue/Ambrogio Way intersection. This traffic signal/intersection improvement is necessary for the cumulative conditions and is a regional improvement that should be part of the TCIP fee but is not currently included. If the TCIP is updated to include the traffic signal/intersection improvements at the time of issuance of building permits, the applicant shall pay the project's fair share through paying the TCIP. If the signal/intersection improvement is not included in the TCIP at the time of issuance of building permits, the applicant shall pay its fair share of the improvement as determined by the City Engineer based upon the volume of traffic generated by the proposed project as a percentage of the overall volume at the intersection.</i>	At the time of issuance of building permits	City Engineer	
Utilities and Service Systems				
88.	<i>MM-XVIIa Prior to the issuance of building permits, the applicant shall submit proof of sufficient wastewater treatment capacity and effluent disposal to the Public Works Department for review and approval.</i>	Prior to issuance of building permits	Public Works Department	
89.	<i>MM-XVIIb Prior to the issuance of building permits, the applicant shall submit proof of sufficient capacity at the Vintage Oaks Lift Station, or shall increase the capacity of the Vintage Oaks Lift Station to serve the project site for Public Works Department for review and approval. Capacity of the lift station could increase by upgrading the existing pumps from 1,500 gpm to 1,750 gpm or install a third pump within the lift station.</i>	Prior to issuance of building permits	Public Works Department	
90.	Violation of these conditions of approval is subject to the penalty provisions of the Galt Municipal Code Title 21.	ongoing	City Engineer or designee	

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Initial Study/Mitigated Negative Declaration

River Oaks Unit 3 Subdivision

Prepared for:

The City of Galt



SEPTEMBER 2010

Prepared by:



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CITY OF GALT

**Initial Study
Environmental Checklist Form**

1. Project title: River Oaks Unit 3 Subdivision
2. Lead agency name and address: City of Galt
Planning Department
495 Industrial Drive
Galt, CA 95632

Contact person and phone number: Chris Erias, Senior Planner
209-366-7230
3. Project location: East of Highway 99, between Carillion Boulevard and Marengo Road
4. Project Sponsor's Name and Address: Elliot Homes
Price Walker, Director, Land Acquisition and Development
80 Iron Point Circle, Suite 110
Folsom, CA 95630
(916) 984-1300
5. General Plan designation: Low Density Residential (LDR), 6 units per acre and
Open Space (OS)
6. Northeast Area Specific Plan R1-B, Intermediate Density Single Family
8,000 square foot lot minimum and Open Space (OS)
7. Zoning: R1-B (PD), 8,000 square foot minimum and Open Space (OS)

Existing Conditions

The applicant proposes a General Plan Amendment, Northeast Area Specific Plan Amendment, Rezone, and Vesting Tentative Map and Architectural Review on a 63.73 acre site. The site consists of two parcels, APNs 148-0800-102 and 150-0030-049. The project site has an approved vesting tentative map for 270 lots and a final map for 72 of the 270 lots. The site is currently zoned R1-B PD 8,000 square foot minimum. The 72 lot portion of the site with a final map would not require changes. The applicant is proposing to change the remainder of the site to R2, a medium density designation with 5,500 square foot minimum lot size, resulting in an increase of 88 lots on the project site.

Surrounding Land Uses and Setting

The River Oaks 3 parcel has an approved tentative map for 270 lots with a final map for 72 of the 270. The western portion of the property includes the 72 lots that are not part of the project site have been partially developed. The remainder of the site (project site) is a vacant undeveloped irregularly shaped property that encompasses approximately 63.73 acres. Although the site was previously used for farming, Phase I of the project mass graded the site. Farming and grazing last occurred on the property in 1989.

- North – City water well; Deadman Gulch Parkway; City community park; City fire station; River Oaks Unit 2D residential
- West – Existing 72 lots; Carillion Boulevard; River Oaks Units 1A and 1B residential; LDS Church
- East – Marengo Road; City/County boundary; PG&E Properties (previous East Area Specific Plan proposal); minor drainage tributary/open space; agricultural activities
- South – City water well; Union Pacific Railroad Line; SMUD electrical substation; Chancellor Estates residential

Background and History

An urban Northeast Area has been envisioned by the City since the 1984 General Plan designated large vacant parcels there for Urban Reserve (residential) and General Commercial – Light Manufacturing (Northeast Area Specific Plan, September 1987, as amended). In addition, the recently adopted Galt 2030 General Plan (GP) continues to designate the site for residential development. The project site was originally approved for the development of 270 single-family residential units. Phase 1 of the project includes 72 units west of proposed project for which a final map has been recorded. The project now requests to re-subdivide the remaining 198 units (63.73 acres) into 286 lots for a total of 88 additional units over the prior approval.

Previous Relevant Environmental Analysis

An Initial Study (IS) was prepared for the project site in June 2004. The 2004 IS proposed a residential subdivision of 88.7 acres to create 270 market rate single-family lots on 55.7 acres, landscape corridors totaling 1.0 acre, a 1.2 acre expansion site for the City's well facility, 6.9 acres of open space, and 23.9 acres of roads.

The subject area has been contemplated for urban uses since 1984. The Northeast Area Specific Plan (NEASP) was approved in September 1987. This document was the subject of a certified Environmental Impact Report (SCH #86102018) at that time that examined the environmental impacts associated with development of the site for light industrial uses. The NEASP was subsequently revised in May 1998 in order to ensure consistency between it and the revisions to the Zoning Ordinance completed in March of 1998. A Negative Declaration was prepared to analyze the potential environmental impacts associated with this action.

The NEASP was amended again in April of 1999 to change land use and zoning designations to increase lot sizes, lower densities, and achieve a higher percentage of above-moderate housing. A Negative Declaration was prepared to analyze the potential environmental impacts associated with this action.

The General Plan was last updated in April 2009. The 2030 GP consists of ten elements. Adoption of the General Plan in 2009 culminated a five year period which the City worked with the General Plan Advisory Committee, Planning Commission, and the City Council to update the General Plan. However it should be noted that the City is currently updating the Housing Element, which was last updated in June 2003. In addition, the Galt 2030 GP EIR was certified in March 2009.

Project Description

The project includes subdividing 63.73 acres to create 286 market rate single-family lots on 40.46 acres (Lots 1 through 286), dedicating 6.11 acres for open space (Lots B & C), constructing 1.29 acres of Marengo Road, and 15.87 acres of subdivision streets (see Figure 3, Vesting Tentative Map).

Based on the vesting tentative map submittal dated June 2010, the project includes 286 single-family lots on 40.46 acres net of all roadways. The minimum lot size would be 5,500 square feet. The proposed residential density is approximately 7.0 dwelling units per net acre, and 5.0 dwelling units per gross acre

The property is a part of the larger 1,247-acre Northeast Area Specific Plan area approved for a variety of uses including low and medium density residential development, commercial and office space, and open space. The project site is currently planned and designated for low density residential uses in the General Plan, NEASP, and Zoning Ordinance. The project would require amendment of the General Plan Land Use Map. The property is currently comprised of 63.73 acres designated Low Density Residential (LDR) and Open Space (OS) in the General Plan.

The applicant is requesting amendment of the General Plan designations on the property of 56.33 acres of LDR to Medium Density Residential (MDR). The remaining acreage 6.11 acres of Open Space (OS) and 1.29 acres for Marengo Road will not change. The project would require amendment of the NEASP Land Use Map of 56.33 acres designated R1-B, Intermediate Density Single Family (8,000 square foot lot minimum) and Open Space (OS) to R2 Medium Density Single Family (5,500 square foot lot minimum) and (OS).

The project would require rezoning of 56.33 acres zoned R1-B (PD), 8,000 square foot minimum to 56.33 acres of R2 (PD), 5,500 square foot minimum.

The project includes a grid pattern of local streets to serve the subdivision. One short cul-de-sac is proposed. All streets are proposed to be built to meet City standards. Proposed block lengths vary considerably, the longest being along Di Maggio Way where there are 38 lots in succession

along the southerly side. A number of the interior blocks would contain fewer than 10 homes on a side.

A perimeter masonry sound wall is proposed along the entire southern boundary of the site, and on the west side of Marengo Road. This wall would be 8 feet in height comprised of concrete blocks. It will be placed on top of an earth berm of sufficient height to achieve a top of wall height of 10-feet above the street curbing, as required by the City Landscape Manual. Pilasters are proposed every 16 feet on center. The pilasters and top layer of blocks would be a contrasting color to the body of the wall. The wall would match the existing sound walls in the area.

The applicant is proposing to realign 950 lineal feet of the existing minor drainage tributary along the northerly boundary of the site, on either side of Norbury Way to accommodate proposed development infrastructure. On the west side an additional low flow channel will be created thus increasing wetland habitat. An off-site pedestrian path connection to the existing path under Carillion Boulevard at Deadman Gulch will also be constructed as a part of the project; however this component has already received separate environmental analysis and agency permitting.

The project includes construction of a 8-foot separated bike path that provide public access to the open space corridor along the minor drainage tributary north of Ripken Avenue, between Carillion Boulevard and Marengo Road.

The applicant is proposing that the property be developed in four phases. The first phase is under construction and is not part of this environmental review. Phase 2 would consist of 112 lots on the west side of the property nearest the existing 72 lots. Phase 3 would consist of 100 lots immediately east of Phase 2. Phase 4 would consist of 74 lots on the east side of the property closest to Marengo Road.

Architecture/design review will occur concurrent with the requested project approvals as a requirement of the rezoning.

The River Oaks Unit 3 development will be sewerred through Ambrogio Way, which is connected to an eight-inch sanitary sewer stub located in Carillion Boulevard. The project will be served with a gravity system in accordance with the County of Sacramento standards. The proposed sewer system consists of 15-inch and eight-inch PVC (Sacramento County minimum pipe size) designed to convey a total peak flow of 0.1716 (MGD) from 286 single-family homes. In addition, the project includes a 15-inch sewer main along Ripken Avenue that will serve future development to the east. The 15-inch sewer will connect to the existing sewer within Phase 1 to serve the project. Future development upstream to the east would be required to upsize the sewer system in Phase 1 or provide a separate sewer main connection to the existing sewer main along Carillion Boulevard.

The proposed water system for the proposed development consists of eight-inch to 12-inch distribution mains, fire hydrants, blow-off valves and air release valves. The system has been designed to provide 35 psi to 286 single-family homes and maintain a minimum of 20 psi during

fire flow demands. The water system has been designed to supply single family residences at one gallon per minute plus fire flows at 1,500 gallons per minute. To the west, the proposed water system will connect to 12-inch distribution mains in Ambrogio Way and Di Maggio Way, which connect to a 24-inch water main located in Carillion Boulevard. To the east, the project's water system will connect the existing 16-inch water main to the north and the existing 12-inch water main to the south located in Marengo Road through a 12-inch main connected at Ripken Avenue.

The proposed drainage system for the River Oaks Unit 3 development consists of gutters, drop inlets, storm drains, stormwater quality treatment, and overland release areas. The drainage system is sized for the 10-year peak flows, with overland release points for larger events. The onsite drainage system will connect to a 15-inch pipe along Di Maggio Way, a 30-inch pipe in Ambrogio Way, a 30-inch pipe in Marichal Way, and a 12-inch pipe in Ripken Avenue.

Entitlements

The project requires the following approvals from the City:

- General Plan Amendment to change the land use designation for 56.33 acres designated Low Density Residential (LDR) in the General Plan to 56.33 acres of Medium Density Residential (MDR).
- Specific Plan Amendment (Northeast Area) to change land use designation of 56.33 acres designated R1-B, Intermediate Density Single Family (8,000 square foot lot minimum) to R2 Medium Density Single Family (5,500 square foot lot minimum).
- Rezoning (including Architectural Review) to change zoning designation for 56.33 acres of R1-B (PD), 8,000 square foot minimum to: 56.33 acres of R2 (PD), 5,500 square foot minimum.
- Vesting Tentative Subdivision Map to create 286 single family lots on 56.33 acres, Lots B and C totaling 6.11 acres of open space, 15.87 acres of street dedications, and 1.29 acres for Marengo Road.

Other Public Agencies Whose Approval May be Required (e.g., permits, financing approval, or participation agreement)

An encroachment permit will be needed from Sacramento County for the work on Marengo Road at the railroad tracks and for all of the road construction done east of the centerline of Marengo Road. Other state and federal permitting agencies include: Central Valley Regional Water Quality Control Board; Caltrans; US Army Corps of Engineers; and California Department of Fish and Game.

Other Project Assumptions

The Initial Study assumes compliance with all applicable State, Federal, and Local Codes and Regulations including, but not limited to, City of Galt Improvement Standards, the California Building Codes, the State Health and Safety Codes, and the State Public Resources Code.

Technical Studies

The following technical and other site-specific studies and reports have been prepared for the current project:

Attachment A North Central Information Center California Historical Record Information Search

Attachment B Transportation Impact Analysis Report

Additional studies and technical appendices from the previous initial study environmental analysis are available at the City.

Figure 1
Regional Project Location

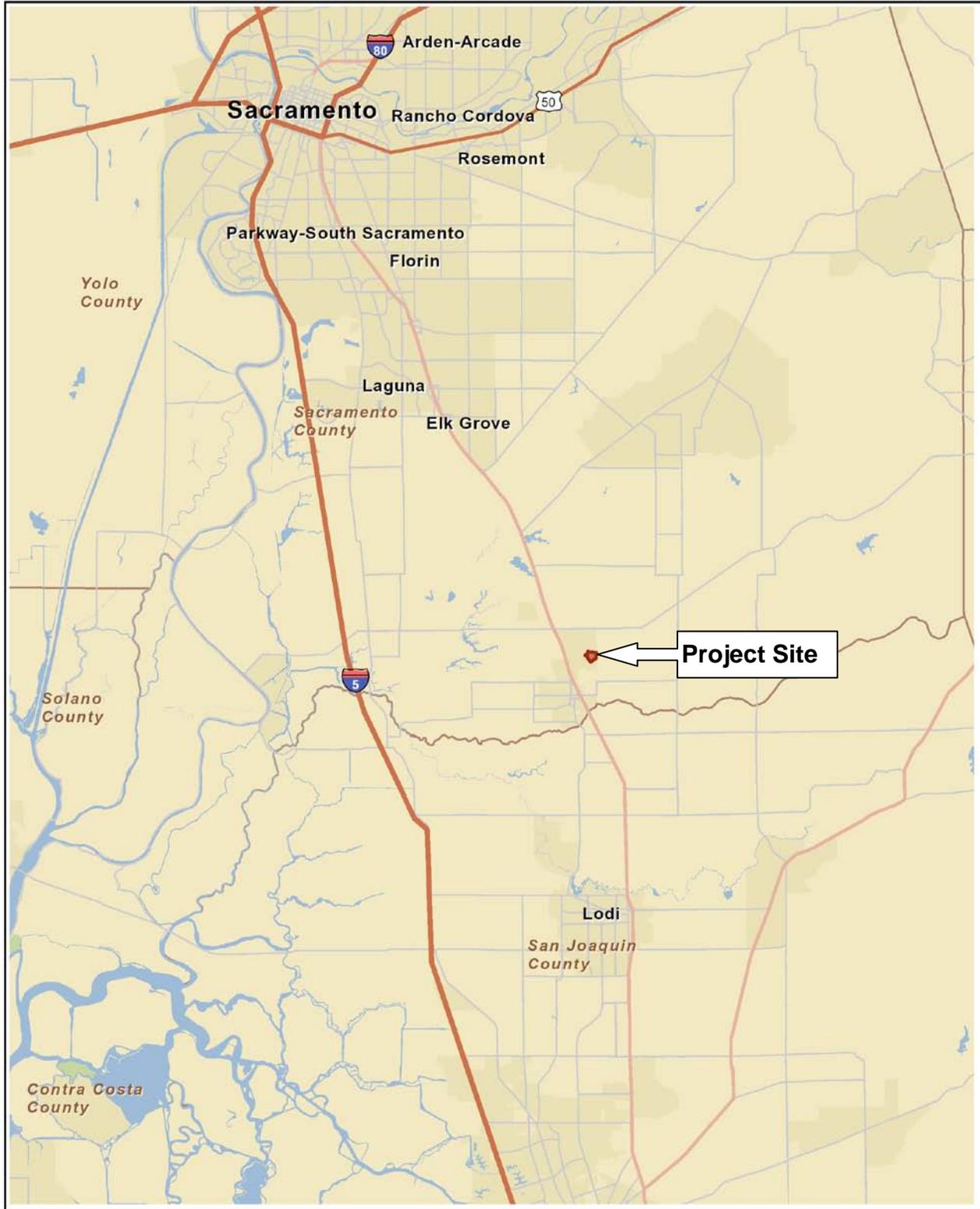


Figure 2
Project Location

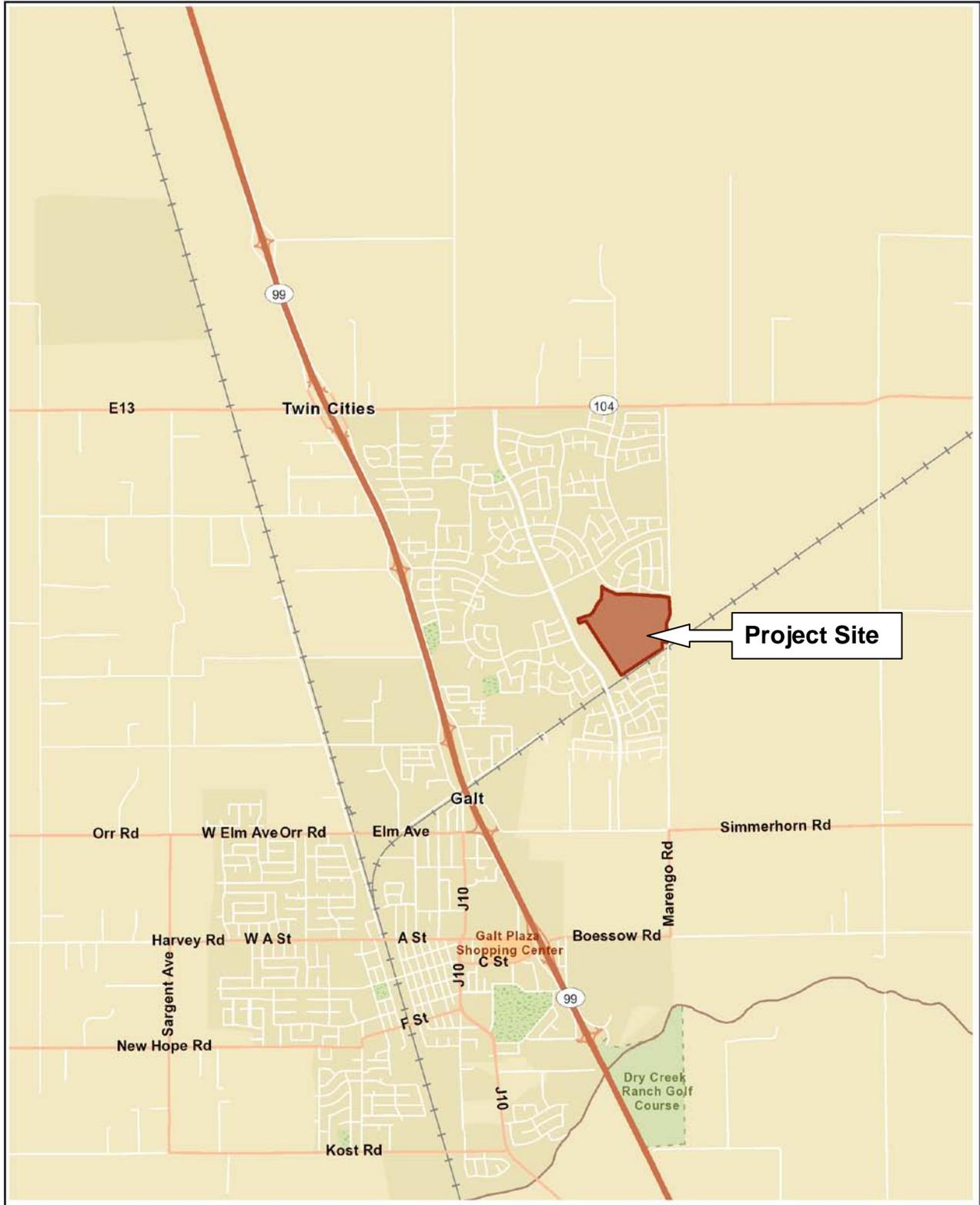


Figure 3
Vesting Tentative Map Plan



The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Populations and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation and Traffic | <input checked="" type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

Initial Study Environmental Checklist
River Oaks Unit 3 Subdivision

On the basis of this initial study:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Chris Erias, Senior Planner
Printed Name

Date

City of Galt
For

Evaluation of Environmental Impacts

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the proposal:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Impacts to “visual resources and landforms” were examined in the EIR certified for the NEASP in September of 1987. Specifically, impacts were analyzed in the following relevant areas: blockage of vistas, change in visual character, and cumulative impacts. Project-level impacts were found to be less-than-significant based on landscaped setbacks from Highway 99 that were included in the Specific Plan, and based on the implementation of design regulations and standards included in the Specific Plan all of which would apply to this project. Cumulative impacts associated with the gradual change in agricultural character of the area were found to be significant and unavoidable. The resolution stated in the findings that retention of agricultural vistas would be accomplished through implementation of County land use regulations which are currently in place, but under pressure of growth may be insufficient to prevent significant visual impacts. The City Council adopted Resolution 87-50 on September 1, 1987 which included findings of fact and a “statement of overriding concerns” documenting the Council’s acceptance of these unmitigated impacts in exchange for the benefits of the project.

The Galt 2030 GP EIR analyzed impacts related to the community image of Galt, including the existing visual character or quality of the site and sources of light and glare. The 2030 GP EIR determined that construction activities related visual impacts would be less-than-significant. However, even with implementation of mitigation measures, impacts related to degradation of the existing visual character or quality of the site and new sources of light and glare would be significant and unavoidable. In addition, the 2030 GP EIR determined that even with implementation of policies and implementation programs, the 2030 GP would contribute to a cumulative significant and unavoidable aesthetic impact.

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- a. The project site is not designated a scenic vista in the Galt 2030 GP or the NEASP. Although the project includes a General Plan Amendment and NEASP Amendment, the project site is designed for urban development in the General Plan. General Plan Visual Resources Policy 2 requires that the design of future roadways and bike paths accommodate existing vegetation in windrows, fencerows, and stream courses whenever possible. General Plan Visual Resources Policy requires that visual accessibility be provided to floodways. The project includes open space along the minor drainage tributary of Deadman Gulch and would construct a portion of the planned Parkway that preserves and rehabilitates this protected resource. Therefore, the impact related to scenic vistas would be considered *less-than-significant*.

Mitigation Measure(s)

Mitigation is not required.

- b. The project site does not contain any rock outcroppings or historic buildings, nor is it located along a scenic highway. Therefore, the impact related to rock outcropping or historic buildings would be considered *less-than-significant*.

Mitigation Measure(s)

Mitigation is not required.

- c. The project site was approved for residential development in 2004. The project site is located adjacent to existing residential development to the north, south, and west. To the east is the City limit. The project would be subject to design review and approval by the City to ensure consistency with the NEASP design regulations, City Landscape Manual, and other applicable regulations of the City. Architectural/design review is required for all projects requesting rezoning. As stated previously, architectural/design review would occur subsequent to the requested project approvals as a requirement of the Planned Development overlay.

The 2030 GP EIR determined that at buildout, even with the implementation of mitigation measures, development would alter the existing open space views of surrounding visible areas and contrast with the surrounding open space/agricultural environment and a significant and unavoidable impact would occur. A Statement of Overriding Considerations was approved for the 2030 GP EIR.

The NEASP contains development and design regulations throughout, including residential requirements starting on page 42, requirements for the Deadman Gulch Parkway starting on page 71, a section on design and architecture starting on page 75, and specific conservation regulations that start on page 118.

The project would be required to comply with policies, goals, and regulations in the NEASP and 2030 GP and implement all mitigation measures in the NEASP EIR and

2030 GP EIR. Based on compliance with the design requirements of the NEASP, and the site is surrounded on three sides by residential development, the impacts related to the change in visual character of the site would be considered *less-than-significant*.

Mitigation Measure(s)

Mitigation is not required.

- d. The proposed project would provide additional light and glare in the area. However, pursuant to the NEASP, light sources are required to be controlled such that building light is directed away from the streets and adjoining properties. Illuminators are required to be integrated with the architecture of the building. Freestanding lamp posts are limited to 18 feet in height. However, it should be noted that standard street lighting, such as Post-top and Cobra-head streetlights are not limited in height. In addition, the 2030 GP EIR determined that at buildout, even with the implementation of mitigation measures, additional lighting would increase the amount of light and glare onto adjacent areas and a significant and unavoidable impact would occur. General Plan Policy CC-1.11 requires all designs of outdoor light fixtures to be directed/shielded downward and screened to avoid nighttime lighting spillover effects on adjacent land uses and nighttime sky conditions. In addition, Policy CC-1.12 required that all buildings design includes materials designed to reduce daytime glare. The project would be required to comply with policies, goals, and regulations in the 2030 GP and implement all mitigation measures in the 2030 GP EIR. Therefore, impacts related to new sources of light and glare would be considered a *less-than-significant* impact.

Mitigation Measure(s)

Mitigation is not required.

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River Oaks Unit 3 Subdivision

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES. Would the proposal:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest land?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Impacts to agricultural resources were examined in the EIR certified for the NEASP in September of 1987. Specifically, “loss of soils for agriculture” was analyzed under “Geology/Soils” and found to be less-than-significant on both a project level and cumulative level. Residential/agricultural use conflicts” and “loss of agricultural land” was analyzed under “Land Use” and found to be less-than-significant on both a project level and cumulative level. Mitigation measures were not required in either discussion.

The 2030 GP EIR determined at buildout, mitigation was not feasible and even with the implementation of goals and policies, the conversion of important farmland to non-agricultural uses would result in a significant and unavoidable impact. In addition, the 2030 GP EIR determined at buildout, the impact related to conflicts with the existing zoning for agriculture use or with existing Williamson Act contracts would be less-than-significant.

- a. The project site is comprised of Urban and Built-Up Land and Farmland of Local Importance on the State Department of Conservation's Important Farmland Maps series. However, these lands are not considered protected farmland due to the limited suitability of the soils.¹ Because the proposed project would not convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural uses, this impact is considered *less-than-significant*.

Mitigation Measure(s)

Mitigation is not required.

- b. The project site is not under a Williamson Act contract nor adjacent to any lands under Williamson Act contract. The project site is located adjacent to active agricultural land on one side. The land to the east of the project site across Marengo Road and the City boundaries, is used for irrigated crops and pastureland; however, it remains buffered by Marengo Road, existing rural residential uses along the east side of Marengo Road, and by its location within the unincorporated area of the County. In addition setbacks along new homes and the planned 20-foot landscaped area along the west side of Marengo Road will also provide a buffer. Proximity of the project site to the nearby agricultural uses to the east was determined to be less-than-significant in the NEASP EIR. Therefore, impacts related to conflicts with a Williamson Contract land or other farmland would be considered *less-than-significant*.

Mitigation Measure(s)

Mitigation is not required.

- c,d. The project site is not zoned or located within the vicinity of timberland zoning, forest land, or timberland zoned Timberland Production. In addition, the project site was anticipated for residential development. Therefore, *no impact* would occur.

Mitigation Measure(s)

Mitigation is not required.

- e. The 2030 GP EIR determined that with implementation of policies in the GP Policy Document, the impact related to other changes in the existing environment that, due to their location or nature, could result in the conversions of Important Farmlands, to non-agricultural uses, would result in a less-than-significant impact. The project site was anticipated for residential development in the 2030 GP. In addition, the NEASP EIR determined mitigation measures were not required to mitigate residential and agricultural incompatibilities within the NEASP area. The project site is surrounded by existing residential development to the north, west, and south and agricultural uses in the County to the east. Therefore, the project would be considered infill development and would have

¹ City of Galt, NEASP EIR, Draft Volume, page 18, certified September 1987.

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a *less-than-significant* impact related to the conversion of farmland to non-agricultural uses.

Mitigation Measure(s)

Mitigation is not required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Would the proposal:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Impacts to air quality were examined in the Section 10.7, Air Quality and Global Climate Change of the Galt 2030 GP EIR. Specifically, impacts were analyzed in the following relevant areas: contribution to the regional air quality problem in the Sacramento area and microscale air quality impacts. Even with implementation of mitigation measures, impacts associated with increases in criteria pollutants, ROG and NO_x were found to be significant and unavoidable. The City Council adopted a “statement of overriding concerns” documenting the Council’s acceptance of these impacts in exchange for the benefits of the project.

- a. A project would be considered to conflict with or obstruct implementation of the regional air quality plans if it would be inconsistent with the emissions inventories contained in the regional air quality plans. Emission inventories are developed based on projected increases in population growth and vehicle miles traveled (VMT) within the region. Project-generated increase in population or VMT could therefore, potentially conflict with regional air quality attainment plans.

The project includes a General Plan Amendment and Rezone to increase the residential density of the project from 198 single-family homes to 286 single family homes. The increase in residential units would result in an increase of approximately 841 daily trips

(2,737-1,896 = 841). This increase in trips is not substantial; therefore, a *less-than-significant* impact would occur.

Mitigation Measure(s)

Mitigation is not required.

- b,c. Development projects are most likely to violate an air quality standard or contribute substantially to an existing or projected air quality violation through generation of vehicle trips. SMAQMD's *Guide to Air Quality Assessment in Sacramento County* recommends quantification of ozone precursor emissions both during construction and operation of a project. During construction, various types of equipment and vehicles would temporarily operate on the site, generating exhaust pollutants. During operation the project would attract vehicle trips, adding to the emission burden of ozone precursors within the region.

Construction

Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but possess the potential to represent a significant air quality impact. The construction and development of the proposed land uses would result in the temporary generation of emissions resulting from site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

Ozone-Precursor Pollutants

The SMAQMD recommends that construction-generated emissions of reactive organic gases (ROG) and nitrous oxides (NO_x) be quantified and presented as part of the analysis of project-generated emissions. However, because construction equipment emit relatively low levels of ROG and because ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by the SMAQMD, the SMAQMD has not adopted a construction emissions threshold for ROG. The SMAQMD has, however, adopted a construction emissions threshold of 85 lbs/day for NO_x and operational emissions of 65 lbs/day for NO_x and ROG. In addition, if daily emissions of NO_x from heavy-duty mobile equipment do not exceed the 85 lbs/day threshold, then SMAQMD considers exhaust emissions of other pollutants to also be less-than-significant.

Short-term construction emissions of ROG and NO_x were estimated using the ARB-approved URBEMIS 2007 (Version 9.2.4) computer program as recommended by the SMAQMD. URBEMIS is designed to model construction emissions for land use development projects and allows for the input of project-specific information. Detailed

construction information (e.g., equipment requirements, type, hours of operation, number of employees, etc.) was not available at the time the analysis was conducted. As a result, the estimation of construction-generated emissions was based primarily on the default assumptions contained in the model. To ensure a conservative analysis, emissions were calculated assuming that construction of both project sites (i.e., Lonnie Estates and Four Seasons) could occur simultaneously. The default assumptions contained in the URBEMIS model assume that construction would occur over an approximate one year period. Although detailed construction information was not available at the time this analysis was conducted, actual construction of the project sites would likely occur over multiple years. As a result, estimated emissions would be considered conservative and actual daily emissions would likely be less than those calculated by the URBEMIS computer program. In addition, mass grading of the site has already occurred, making the estimates even more conservative.

The estimated daily construction-generated emissions of ROG and NO_x attributable to the proposed project are summarized in Table 1. As depicted, unmitigated construction emissions attributable to the proposed project would generate a maximum of approximately 82.84 lbs/day of NO_x. Predicted emissions of NO_x would not exceed the SMAQMD's significance threshold of 85 lbs/day.

Fugitive Dust

In addition to emissions from onsite mobile equipment, onsite grading activities would also result in increased emissions of fugitive dust. Construction projects that require grading or other earth-moving activities generate large amounts of particulate matter. While construction related emissions produce only temporary impacts, these short-term impacts contribute to the emission inventory. Under certain conditions, the increased pollution load can exceed State and National Ambient Air Quality Standards.

Based on the URBEMIS modeling conducted for this project, construction activities would generate maximum uncontrolled emissions of approximately 305.55 lbs/day of PM₁₀ and 62.76 lbs/day of PM_{2.5}. To assist in the evaluation of fugitive dust-related impacts, SMAQMD staff has developed screening criteria for construction projects. The screening levels are based on the maximum actively disturbed area of the project site. The overall size of the proposed project area, including both project sites, is approximately 63.73 acres, which is greater than the SMAQMD's minimum screening level of fifteen acres. Therefore, in accordance with SMAQMD screening-level criteria, short-term emissions of fugitive dust attributable to the proposed project would be considered potentially significant and additional mitigation would be required to reduce this impact to a less-than-significant level. It should be noted that with implementation of all SMAQMD Basic Construction Emission Control Practices and maximum daily disturbance area of 15 acres, the project PM₁₀ and PM_{2.5} emissions are considered a less-than-significant impact.

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Table 1 Project Regional Emissions, in Pounds Per Day				
	ROG	NO_x	PM₁₀	PM_{2.5}
Construction				
Maximum Construction Emissions	147.11	82.84	305.55	62.76
SMAQMD Significance Threshold	--	85.00	--	--
Operation				
Maximum Operational Emissions	41.18	25.87	37.79	7.31
SMAQMD Significance Threshold	65.00	65.00	--	--
Note: The SMAQMD has not adopted gross-pollutant significance thresholds for particulate matter.				
Source: URBEMIS-2007, 2010.				

Long-Term Emissions of Criteria Air Pollutants

Regional area- and mobile-source emissions associated with the proposed project were estimated using the ARB-approved URBEMIS2007 (version 9.2.4) computer program, which includes options for the estimation of operational emissions for land use development projects. Emissions were calculated for both summer and winter conditions based on the default parameters contained in the model. Predicted maximum daily operational emissions are summarized in Table 1.

As depicted in Table 1, long-term operation of the proposed project would generate maximum emissions of approximately 41.18 lbs/day of ROG, 25.87 lbs/day NO_x, and 37.79 lbs/day of PM₁₀, and 7.31 lbs/day of PM_{2.5}. Project-generated emissions of ROG and NO_x would not exceed the SMAQMD's recommended significance thresholds of 65 lbs/day. As a result, project-related air quality impacts would be considered less-than-significant.

Conclusion

The proposed project would not exceed the SMAQMD standards of significance for criteria air pollutants during construction or operation the project related to ROG and NO_x. However, construction of the project would exceed the screening levels for fugitive dust emissions. Therefore, implementation of the proposed project would result in a *potentially significant* impact to air quality.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

MM-IIIa During construction, activities shall comply with SMAQMD's Rule 403, Fugitive Dust, which requires implementation of reasonable precautions so as not to cause or allow emissions of fugitive dust from being airborne beyond the property line of the project site for review by the City Building Official and SMAQMD. In accordance with SMAQMD-recommended mitigation measures for the control of fugitive dust, reasonable precautions shall include, but shall not be limited to, the following:

- *Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads;*
- *Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered;*
- *Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited;*
- *Limit vehicle speeds on unpaved roads to 15 miles per hour (mph);*
- *All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;*
- *Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site; and*
- *Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.*

MM-IIIb Prior to issuance of grading permit, the applicant shall submit a grading plan for review and approval of the City Engineer. The grading plan shall include a notation stating that during grading activities, the maximum daily disturbance area shall not exceed 15 acres.

- d. Localized pollutants of primary concern associated with the proposed project would be primarily associated with the short-term emissions of diesel-exhaust particulate matter (i.e., diesel PM) associated with construction-related activities and potential long-term

increases in localized concentrations of carbon monoxide (CO) concentrations due to increased motor vehicle use on area roadways.

Toxic Air Contaminants

Implementation of the proposed project would not result in the long-term operation of any major onsite stationary sources of toxic air contaminants (TACs). In addition, major stationary sources of TACs were not identified in the vicinity of the project site. However, construction of the proposed project would result in the generation of diesel-exhaust particulate matter associated with the use of off-road diesel equipment for site grading and excavation, paving and other construction activities. As previously discussed, diesel PM has been identified as a TAC.

Health-related risks associated with diesel PM are primarily associated with long-term exposure and associated risk of contracting cancer. For residential land uses, the calculation of cancer risk associated with exposure to TACs is typically calculated based on a 70-year period of exposure. The use of diesel powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area. Assuming that construction activities were to occur over an approximate one-year period, construction activities would constitute approximately one percent of the total exposure period typically applied when calculating cancer risks for residential uses. For this reason, diesel-exhaust PM generated by project construction, in and of itself, would not be expected to create conditions where the probability of contracting cancer is greater than 10 in 1 million for nearby receptors.

Furthermore, in accordance with current SMAQMD-recommended guidance for the analysis of air quality impacts, if emissions of NO_x associated with onsite construction equipment are determined to be less-than-significant than other pollutants from onsite mobile sources can also be assumed to be less-than-significant. As discussed above, predicted construction-generated emissions of NO_x, as well as other mobile source emissions, would be considered to have a less-than-significant impact.

Carbon Monoxide

Carbon monoxide (CO) is the criteria air pollutant of primary concern associated with the proposed project. Carbon Monoxide is a tasteless, odorless, and colorless gas. If inhaled, CO can be adsorbed easily by the blood stream and can inhibit oxygen delivery to the body, which can cause significant health effects ranging from slight headaches to death. The most serious effects are exhibited by individuals susceptible to oxygen deficiencies, including people with anemia and those suffering from chronic lung or heart disease.

Under specific meteorological and operational conditions, such as near areas of heavily congested vehicle traffic, CO concentrations may reach unhealthy levels. Mobile-source

emissions of CO are a direct function of traffic volume, speed, and delay. Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. Enclosed areas, such as parking structures, may also be a source of elevated concentrations of CO. The project does not include park structures or enclosed vehicular areas. In addition, with implementation of traffic mitigation measures, surroundings roadways would operate at acceptable levels of LOS. Therefore, CO concentrations, would not reach unhealthy levels and a less-than-significant impact would occur.

Conclusion

Implementation of the proposed project would not result in the generation of TACs or CO in levels that exceed the SMAQMD's standards of significance. Therefore implementation of the proposed project would have a *less-than-significant* impact on sensitive receptors.

Mitigation Measure(s)

Mitigation is not required.

- e. The occurrence and severity of odor impacts depends on numerous factors, including: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

Construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. Major existing stationary sources of odors have not been identified in the project vicinity. In addition, the proposed project would not result in the installation of any equipment or processes that would be considered major odor emission sources. For these reasons, potential exposure of sensitive receptors to odors associated with proposed project would be considered *less-than-significant*.

Mitigation Measure(s)

Mitigation is not required.

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Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, costal, etc.) through direct removal filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Impacts related to biological resources was examined in Section 8.3, Biological Resources, of the Galt 2030 GP EIR.

- a.d. ECORP Consulting prepared an biological resources assessment for the River Oaks Unit 3 project site dated January 25, 2002 associated with the original tentative map approval. The report stated that annual grassland is the dominant vegetative community on-site. Deadman Gulch is located adjacent to the northwestern site boundary and is comprised of riparian woodland and wetland habitats that serves as mitigation land for the project and other developments within the NEASP area. Because Deadman Gulch is a tributary to the Cosumnes River, the National Marine Fisheries Service considers the area as potential habitat for special status species fish including Sacramento splittail, Central Valley steelhead, and Chinook salmon. However, development is not proposed within Deadman Gulch and further examination of fisheries issues is not required. Special status reptiles for which habitat may occur include the giant garter snake. The channelized drainage and Deadman Gulch represent potentially suitable habitat for this species. The Biological Assessment identifies three documented occurrences of the giant garter snake within the vicinity of the project area. However, surveys performed for the NEASP EIR found that the portion of Deadman Gulch within the NEASP area was not giant garter snake habitat due to the extent of agricultural alterations and the lack of observed snakes in the project area. Special status species birds that may occur on the site include white-tailed kite, Cooper's hawk, loggerhead shrike, tricolored blackbird, northern harrier, burrowing owl, sharp-shinned hawk, Swainson's hawk, ferruginous hawk, golden eagle, Merlin, prairie falcon, mountain plover, long-billed curlew, and short-eared owl. Mitigation for loss of hawk foraging habitat is discussed below. Special status mammals are not anticipated to occur on the site due to historic tilling and mass grading of the site.

Mitigation measures for these impacts were approved and implemented for earlier phases of the project. Impacts to Swainson's hawk foraging habitat, is described on page 6 and 8 of the June 12, 2002 Individual Permit document. The nearest nesting site was found to be within 5 miles, but greater than one mile from the project site. According to the DFG mitigation guidelines for loss of hawk foraging habitat, impacts resulting from development of River Oaks Unit 2D and 3 (the subject project) totaling approximately 141 acres, trigger mitigation at a ratio of 0.75:1, which results in a mitigation obligation of 105.8 acres of suitable habitat. As part of the original environmental analysis of the project, Mitigation Measure #1 required preservation of 105.8 acres of habitat. The applicant has preserved equivalent acreage through purchase of 105.8 acres of habitat credit at the Clay Station Mitigation Bank, with DFG approval. The proposed project does not include additional acreage beyond that already mitigated. In addition, the site was mass graded at the time of construction of the existing 72 lots. Therefore, the impact to special status species would be mitigated to a *less-than-significant* level.

Mitigation Measure(s)

Mitigation is not required.

- b,c. A wetlands delineation prepared for the project site and previous areas of development (Unit 3 and Unit 2D to the north) identified a total of 0.26 acres of seasonal wetlands and 0.47 acres of channelized drainage. The seasonal wetland areas are located in two low-lying areas within the fallow farmlands. As part of Phase I of the project, the applicant obtained a Section 404 Permit and the project site was mass graded, filling the seasonal wetland areas.

The channelized drainage that flows from the southeastern portion of the site into Deadman Gulch on the northern boundary is an unnamed tributary to Deadman Gulch. Upstream irrigation runoff provides the perennial water source to this drainage. It is currently comprised of open water with scattered moist soil and aquatic plant species.

Deadman Gulch is located outside of the project boundary along the northwestern boundary and is comprised of riparian woodlands and wetlands habitats which have been recognized as part of the mitigation package for the development of the NEASP (Deadman Gulch Parkway Revegetation Plan, Corps Permit No. 10119).

The California Department of Fish and Game issued Streambed Alteration Agreement No. R2-2001-547 on November 26, 2001 (executed June 25, 2002). This agreement allowed for construction work within and adjoining Deadman Gulch subject to standard conditions of approval.

The California Regional Water Quality Control Board issued a Section 401 Water Quality Certification on December 27, 2001. This certification allowed for discharge of fill materials into Deadman Gulch and tributaries subject to Best Management Practices and conditions of other approvals.

An application for an Individual Permit (Clean Water Act Section 404) was prepared June 12, 2002 to secure authorization from the U.S. Army Corp of Engineers to fill jurisdictional waters of the U.S. in the form of on-site wetlands described above.

The U.S. Fish and Wildlife Service issued Biological Opinion No. 1-1-02-F-0191 on August 27, 2002 determining that: 1) the project may adversely affect vernal pool fairy shrimp and Valley Elderberry Longhorn Beetle (VELB) through habitat destruction; and 2) that the project is not likely to adversely affect the vernal pool tadpole shrimp, giant garter snake or designated critical habitat. In addition to the wetlands mitigation described above, mitigation was identified as including purchase of credits at an acceptable mitigation bank sufficient to establish and monitor at least 57 elderberry seedlings or cuttings and 57 associated native plants, for mitigation of elderberry plants on the Unit

2D project. The applicant has indicated that this mitigation has been satisfied at the Conservation Resources facility southeast of Sloughhouse.

The U.S. Army Corps of Engineers issued Section 404 Permit No. 200100559 in September of 1992. This permit authorized fill of the identified wetlands (including crossing of Deadman Gulch) and established mitigation requirements, including a 0.50 vernal pool preservation credit, a 0.25 vernal pool creation credit, and a 0.11 seasonal wetland credit. Preparation of a mitigation plan and specified monitoring and reporting are also required. The applicant has indicated that these mitigations have been satisfied. The vernal pool preservation has been satisfied at the Conservation Resources facility southeast of Sloughhouse. The vernal pool creation and seasonal wetland requirement has been satisfied at Clay Station Mitigation Bank located approximately nine miles northeast of the site on Clay Station Road between Dillard Road and Twin Cities Road. New potential for wetlands impact beyond that identified herein and analyzed in prior environmental analyses were not identified. As part of the original environmental analysis of the project, Mitigation Measure #2 required credits of 0.50 acre of vernal pool preservation, 0.25 acres of vernal pool creation, and 0.11 acres of seasonal wetlands. The applicant has preserved equivalent acreage through purchase of the above credits, with USACE and DFG approval. The proposed project does not include additional acreage beyond that already mitigated. In addition, the site was mass graded at the time of construction of the existing 72 lots. Therefore, the impact to wetlands would be mitigated to a *less-than-significant* level.

Mitigation Measure(s)

Mitigation is not required.

- e.f. The project site has been mass graded and does not contain trees. In addition, the project site is located in an area that does not have an approved Habitat Conservation Plan, Natural Community Conservation Plan, or local, regional, or state habitat conservation plan. However, the City of Galt is working with surrounding jurisdictions to prepare the South Sacramento Habitat Conservation Plan. Therefore, a *less-than-significant* impact would occur.

Mitigation Measure(s)

Mitigation is not required.

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River Oaks Unit 3 Subdivision

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource of site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

In March 2004, ECORP Consulting conducted a cultural resources assessment for the subject property as part of the original subdivision Initial Study. Records searches indicated no previously recorded sites on or in the vicinity of the property. A complete survey and records search was completed in 1986 for the entire NEASP area (1,193 acres). The entire project site was found to be devoid of cultural sites and of low cultural resource sensitivity. A determination was made that subsequent cultural resource surveys were not required for development. The NEASP EIR concluded “no impact” for cultural resources. The report concluded that although “unlikely” the possibility remained that buried cultural resources could be unearthed during the development process. The Galt 2030 GP EIR addresses Cultural Resources in Chapter 9.0 of the DEIR, Historic Resources. The Galt 2030 GP EIR determined that with implementation of mitigation measures, including cultural resources surveys and Native American consultation, the impact to archaeological resources would be less-than-significant.

a,b. In November 1986, Professional Archeological Services conducted an archaeological inventory survey for the entire 1,193-acre NEASP area including the project site. Prior to conducting the pedestrian field survey, the official Sacramento County archaeological records maintained by the North Central Information Center (NCIC) at CSU-Sacramento were examined for any existing recorded prehistoric or historic sites. In compliance with SB18, the City sent letters for Native American Consultation and received a letter suggesting a California Historical Record Search be performed for the site. A record search for the project site was conducted by NCIC on July 30, 2010, (See Attachment A) and the search determined that prehistoric or historic-period sites or features have not formally recorded within or adjacent to the project area. A number of such sites have been

identified and documented along the banks of the Laguna Creek and Cosumnes River. None of these previously documented sites would be affected by the Proposed Project.

The entire project area was subjected to a mixed-strategy field survey that involved walking transects of variable spacing depending on likely potential sensitivity. Buildings or other evidence of prehistoric or historic use or occupation were not observed during the survey. Although evidence of prehistoric or historic resources was not observed in the study area, there is always the possibility that unidentified resources could be encountered on or below the surface during grading and construction. In addition, the site was previously mass graded and the project includes minor grading and trenching for utilities. Therefore, without adoption of the mitigation measure recommended in the original report, the NEASP EIR, and March 2004 report, a *potentially significant* impact to potentially unknown resources would occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

MM-Va *Prior to the approval of the improvement plans, the project's improvement plans shall include notes (per California Health & Safety Code, Section 7050.5, Government Code 27491, and Public Resource Code Section 5097.98) indicating that if historic and/or cultural resources, including human remains, are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the project contractor shall immediately notify the Planning Department of the discovery. Additionally, the construction notes would indicate that in the event that human remains are discovered, the Sacramento County Coroner shall be immediately notified, and if the remains are thought to be Native American, the Native American Heritage Commission shall be notified. In the case of an archeological, prehistoric, or historic discovery, the developer shall be required to retain the services of a qualified archaeologist as approved by the City for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the Planning Department for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken.*

- c. Paleontological resources are not known or suspected and unique geologic features do not exist on the project site. However, the potential exists during construction to uncover previously unidentified resources. Therefore without implementation of the mitigation measure a *potentially significant* impact would occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level

MM-Vb Implement MM-Va.

- d. Human remains are not known or predicted to exist in the project area. However, the potential exists during construction to uncover previously unidentified resources. Section 7050.5 of the California Health and Safety Code states that, when human remains are discovered, no further site disturbance shall occur until the county coroner has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and the remains are recognized to be those of a Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. Compliance with this law would ensure that impacts on human remains are *less-than-significant*.

Mitigation Measure(s)

Mitigation is not required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Impacts related to geology and soils was studied in Section 10.3, Geology and Seismic Hazards, of the Galt 2030 GP. The NEASP Public Facilities Element requires a site-specific geotechnical/soils study for each development to address problem areas and identify appropriate engineering solutions. Pursuant to the requirements of the NEASP, a Geotechnical Engineering Study was prepared for the project by Youngdahl Consulting Group in August of 2001. The Study explores and evaluates the surface and subsurface conditions at the site and develops geotechnical information and design criteria for the proposal. The study prepared for the original subdivision includes the project site and remains applicable to the project.

Initial Study Environmental Checklist
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a-i,a-ii. The City of Galt is located in a Seismic Risk Zone 3 and is not located within an Alquist-Priolo Earthquake Fault Zone nor is located in the immediate vicinity of an active fault. Ground shaking hazards are considered to be low. Within Zone 3, the potential for earthquakes is low; however, there is the possibility for major damage (VIII to X on the Modified Mercalli Scale from a nearby earthquake). A rating of VIII to X on the Modified Mercalli Scale generally means the Richter scale magnitude would be between 6.0 and 7.9. The nearest mapped fault to the site is the Midland Fault located just over 20 miles west/southwest of the site. The nearest active fault is the Clayton-Marsh Creek-Greenville Fault which is located about 40 miles southwest of the subject site.

Any major earthquake damage on the project site is likely to occur from ground shaking and seismically-related ground and structural failures. Local soil conditions, such as soil strength, thickness, density, water content, and firmness of underlying bedrock affect seismic response. Policy SS-1.7 of the Galt 2030 General Plan requires all new building to be built according to seismic requirements of the California Building Code Standard. Framed construction on proper foundations constructed in accordance with Uniform Building Code requirements is generally flexible enough to sustain only minor structural damage from ground shaking. Therefore, people and structures would not be exposed to potential substantial adverse effects involving strong seismic ground shaking, a *less-than-significant* impact would occur.

Mitigation Measure(s)

Mitigation is not required.

a-iii,c,d. The geologic investigation, which included 18 test pits throughout the project site, found that native soils and/or engineered fills composed of like materials and processed and compacted as recommended by the geotechnical engineer would be suitable for the planned residential uses and supporting infrastructure improvements. Other special design considerations were not determined to be necessary assuming onsite clayey materials are well blended with on-site silts and sands during grading. The potential for liquefaction is considered negligible. In addition, the site is flat and slopes of concern do not exist on the site. Sub-drainage measures may be determined to be necessary for building pads and pavement areas depending on actual subsurface soil conditions observed during grading and pad preparation. Therefore, without implementation of recommendations in the Geotechnical Engineering Study, a *potentially significant* impact would occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impacts to a *less-than-significant* level.

MM-VIa Prior to the issuance of building permits, the applicant shall submit grading and foundation plans to the Public Works Department and Building Department for review and approval. The grading and

foundation plans shall be consistent with, and implement the recommendations of, the project Geotechnical Engineering Study.

- a-iv. The topography is generally level across the project site. Average elevations vary from 50 to 55 feet above mean sea level. Steep slopes do not occur within the project site. Therefore, the site conditions would not result in landslides, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

Mitigation is not required.

- b. The project site is relative flat with soil conditions that exhibit minimal potential for soil erosion. However, development of the site would increase the amount of impervious surfaces and the erosion rate. Policy PFS-4.6 of the Galt 2030 GP requires new development projects to prepare an erosion control plan. In addition, policy COS-1.12 requires new development to implement best management practices (BMPs) that will help to minimize soil erosion during construction and grading related activities. The Galt 2030 GP EIR determined that with implementation of the above policies, including requiring all new developments to submit a Grading Plan, Erosion Control Plan and SWPPP, the impact would be less-than-significant. Therefore, without implementation of policies in the 2030 GP a ***potentially significant*** impact would occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level

MM-VIb Prior to the further site grading, the applicant shall submit a Grading Plan, Erosion Control Plan, and a Pollution Prevention Plan (SWPPP) to the Public Works Department for review and approval. Measures could include, but are not limited to:

- *Hydro-seeding;*
- *Placement of erosion control measures within drainageways and ahead of drop inlets;*
- *The temporary lining (during construction activities) of drop inlets with “filter fabric” (a specific type of geotextile fabric);*
- *The placement of straw wattles along slope contours;*
- *Directing subcontractors to a single designation “wash-out” location (as opposed to allowing them to wash-out in any location they desire);*
- *The use of silt fences; and*
- *The use of sediment basins and dust palliatives.*

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- e. The project would construct sewer pipelines that connect to wastewater treatment facilities and would not involve the construction of septic tanks. Therefore, *no impact* would occur.

Mitigation Measure(s)

Mitigation is not required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS —Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Greenhouse Gases (GHG) are gases that trap heat in the atmosphere. These gases are emitted by both natural processes and human activities. The accumulation of GHG in the atmosphere regulates the earth’s temperature. Without natural GHG, scientists estimate that the Earth’s surface would be approximately 61 degrees Fahrenheit cooler. However, scientists also believe that the combustion of fossil fuels (coal, petroleum, natural gas, etc.) for human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. The increase in atmospheric concentrations of GHG has resulted in more heat being held within the atmosphere, which is the accepted explanation for Global Climate Change (GCC).

Global Warming Potential

Global Warming Potentials (GWP) are one type of simplified index (based upon radiative properties) that can be used to estimate the potential future impacts of emissions of various gases. According to the U.S. EPA, the global warming potential of a gas, or aerosol, to trap heat in the atmosphere is the “cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas.” GWP is based on a number of factors, including the heat-absorbing ability of each gas relative to that of carbon dioxide, as well as the decay rate of each gas relative to that of carbon dioxide. Common GHG components include water vapor, carbon dioxide, methane, nitrous dioxide, chlorofluorocarbons, hydro-fluorocarbons, perfluorocarbons, sulfur hexafluoride, and ozone.

Carbon Dioxide Equivalent

Carbon dioxide is widely used as the reference gas for comparison of equivalent global warming potential. The CO₂ equivalent is a good way to assess emissions because the use of an equivalent gives weight to the global warming potential of the gas. Methane gas, for example, is estimated

by the Association of Environmental Professionals and the U.S. EPA to have a comparative global warming potential 21 times greater than that of CO₂, as shown in Table 2.

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100 year time horizon)
Carbon Dioxide	50-200	1
Methane	12 ± 3	21
Nitrous Oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: Tetrafluoromethane (CF ₄)	50,000	6,500
PFC: Hexafluoroethane (C ₂ F ₆)	10,000	9,200
Sulfur Hexafluoride (SF ₆)	3,200	23,900

Source: U.S. Environmental Protection Agency, Office of Atmospheric Programs. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 -2000. April 2002.

At the extreme end of the scale, sulfur hexafluoride is estimated to have a comparative global warming potential 23,900 times that of CO₂. The “specified time horizon” is related to the atmospheric lifetimes of such GHGs, which are estimated by the U.S. EPA to vary from 50-200 years for CO₂, to 50,000 years for tetrafluoromethane. Longer atmospheric lifetimes allow GHG to buildup in the atmosphere; therefore, longer lifetimes correlate with the global warming potential of a gas.

One teragram (equal to one million metric tons) of CO₂ equivalent (Tg CO₂ Eq.) is defined by the U.S. EPA as the emissions of the reference GHG multiplied by the equivalent global warming potential. In 2004, total worldwide GHG emissions have been estimated to be 20,135 Tg in CO₂ equivalents. In 2004, the U.S. contributed the greatest percentage of worldwide GHG emissions (35 percent). In 2004, the U.S. EPA estimates that GHG emissions in the U.S. were 7074.4 Tg of CO₂ equivalent, which is an increase of 15.8 percent from 1990 emissions. California is a substantial contributor of GHG as the State is the second largest contributor in the U.S. and the sixteenth largest in the world. In 2004, California is estimated to have produced seven percent of the total U.S. emissions. The major source of GHG in California is transportation, which contributes 41 percent of the State’s total GHG emissions, followed by electricity generation, which contributes 22 percent of the State’s GHG emissions.

Global Changes

The Intergovernmental Panel on Climate Change (IPCC) *Climate Change 2007*² report indicates that the average global temperature is likely to increase between 3.6 and 8.1 degrees Fahrenheit by the year 2100, with larger increases possible but not likely. Temperature increases are expected to vary widely in specific locations depending on a variety of factors. The increase in temperature is expected to lead to higher temperature extremes, a larger variability in precipitation leading to increased flooding and droughts, ocean acidification from increased carbon content, and rising sea levels.

Uncertainty Regarding Global Climate Change

The scientific community has largely agreed that the earth is warming, and that humans are contributing to that change. However, the earth's climate is composed of many complex mechanisms, including: ocean currents, cloud cover, as well as the jet-stream and other pressure/temperature weather guiding systems. These systems are in turn influenced by changes in ocean salinity, changes in the evapotranspiration of vegetation, the reflectivity (albedo) of groundcover, as well as numerous other factors. Some changes have the potential to reduce climate change, while others could form a feedback mechanism that would speed the warming process beyond what is currently projected. The climate system is inherently dynamic; however, the overall trend is towards a gradually warming planet.

Regulatory Context

Assembly Bill 32

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Climate Solutions Act of 2006 (Stats. 2006, ch. 488) (Health & Saf. Code, § 38500 et seq.). This bill requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. Assembly Bill 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

² Meehl, G.A., T.F. Stocker, W.D. Collins, P. Friedlingstein, A.T. Gaye, J.M. Gregory, A. Kitoh, R. Knutti, J.M. Murphy, A. Noda, S.C.B. Raper, I.G. Watterson, A.J. Weaver and Z.-C. Zhao, 2007: Global Climate Projections. In: *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change* [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.)], Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.

AB 32 delegated the authority for its implementation to the California Air Resources Board (CARB) and directs CARB to enforce the statewide cap that would begin phasing in by 2012. Among other requirements, AB 32 required CARB to (1) identify the statewide level of greenhouse gas emissions in 1990 to serve as the emissions limit to be achieved by 2020, and (2) develop and implement a Scoping Plan to be implemented by January 1, 2012. Currently, GHG levels have been estimated at 600 MMTs of CO₂ equivalent while 1990 levels have been estimated to be 427 MMTs. Accordingly, emissions need to be reduced by 173 MMTs by 2020.

On December 11, 2008, CARB adopted a scoping plan to reduce GHG emissions to 1990 levels. The Scoping Plan's recommendations for reducing GHG emissions to 1990 levels by 2020 include emission reduction measures, including a cap-and-trade program linked to Western Climate Initiative partner jurisdictions, green building strategies, recycling and waste-related measures, as well as Voluntary Early Actions and Reductions. CARB has until January 1, 2011, to adopt the necessary regulations to implement that plan. Implementation of individual measures must begin no later than January 1, 2012, so that the emissions reduction target can be fully achieved by 2020. CARB is currently drafting regulations to implement the plan.

Senate Bill 97

AB 32, however, did not amend CEQA or establish regulatory standards to be applied to new development or environmental review of projects within the State. Accordingly, the Legislature adopted Senate Bill 97 (SB 97) in August 2007. SB 97 requires the California Office of Planning and Research (OPR) to prepare and transmit new CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Resources Agency by July 1, 2009. These guidelines for mitigation must address, but are not limited to, GHG emissions and effects associated with transportation and energy consumption. Following receipt of these guidelines, the Resources Agency must certify and adopt the guidelines prepared by OPR.

Governor's Office of Planning and Research (OPR) Technical Advisory and CEQA Guidelines

The OPR released 2010 CEQA Guidelines include amendments for greenhouse gas emissions. Of note, the guidelines state that a lead agency shall have discretion to determine whether to use a quantitative model or methodology or, alternatively, rely on a qualitative analysis or performance based standards. The CEQA Guideline § 15064.4(a) states, "A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which methodology to use [...]; or (2) Rely on a qualitative analysis or performance based standards."

In the CEQA Guideline amendments, OPR does not identify a threshold of significance for greenhouse gas emissions, nor does it prescribe assessment methodologies or specific mitigation measures. Instead, it calls for a "good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." The Guidelines amendments encourage lead agencies to consider many factors in performing a

CEQA analysis and preserve lead agencies' discretion to make their own determinations based upon substantial evidence. The amendments also permit the lead agency to adopt a threshold of significance that it determines applies to the project and encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses.

The June 2008 Technical Advisory encourages lead agencies to follow three basic steps: (1) identify and quantify the greenhouse gas emissions that could result from the proposed project; (2) analyze the effects of those emissions and determine whether the effect is significant, and (3) if the impact is significant, identify feasible mitigation measures or alternatives that will reduce the impact below a level of significance.

Local Regulations

City of Galt 80 Percent GHG Inventory

As part of the 2030 Galt General Plan, a preliminary inventory of large sources (transportation, electricity use, and natural gas combustion) of known GHG emissions in the City of Galt for the year 2005 was performed. The goal of the initial inventory was to capture 80 percent of all known GHG emissions in the City of Galt, with the intent to tier from this effort and perform a detailed 2005 GHG inventory for the City of Galt in cooperation with the Sacramento Municipal Utility District, County of Sacramento, and the cities within Sacramento County. Galt is a member the International Council for Local Environmental Initiatives Local Governments for Sustainability (ICLEI). Comprising over 815 cities, towns, countries and their associations worldwide, ICLEI is an international association of local governments, as well as national and regional local government organizations, that have made a commitment to sustainable development. The Clean Air and Climate Protection (CACP) Software, developed by ICLEI, was used to estimate GHG emissions within the City of Galt. The CACP software inventories community GHG emissions for all operations within the selected boundary of the local government.

City of Galt GHG emissions are quantified in terms of CO₂e or CO₂ equivalents. Each GHG has a different Global Warming Potential (GWP) that represents its power as a GHG relative to a standard. The GWP standard for GHG emissions is CO₂, as CO₂ is the most abundant GHG in the atmosphere and has the lowest GWP. Emissions of GHGs quantified in this inventory are reported in metric tons of CO₂e based on the GWP of the gas.

City of Galt 2005 GHG emissions from transportation, electricity use, and natural gas combustion are summarized by source in Table 3.

Table 3 City of Galt GHG Emissions by Source for 2005¹		
Source	GHG Emissions (Metric Tons CO₂e)	Percent
Transportation Fuels	106,085	58.1%
Electricity	58,167	31.9%
Natural Gas	18,185	10.0%
Total	182,437	100.0%

¹ Calculated using CACP software.

Source: City of Galt. 2030 General Plan EIR. March 2009.

The consumption of fuel for transportation accounted for 58.1 percent of the City of Galt’s overall GHG emissions, electricity use for 31.9 percent, and natural gas combustion for 10.0 percent. (For additional information regarding background, methodology used, and results of this baseline inventory, please see the Chapter 10.0, Public Health and Safety, of the *2030 Galt General Plan Existing Conditions Report* for environmental and regulatory setting information specific to air quality and climate change topics.)

The Galt 2030 GP EIR determined that even with implementation of mitigation measures to individual projects, the emission levels of project generated CO₂ would result in or contribute to a significant impact, resulting in a significant and unavoidable impact.

Discussion

- a, b. According to the Traffic Impact Study prepared for the proposed project, the anticipated trips generated by the project would be 2,737 arrivals and departures per day. Using the trip generation information provided by the traffic consultant, URBEMIS 2007, version 9.2.4 was used to determine the project direct CO₂ emissions. Based on the analysis, the proposed project would result in 29,665.82 tons per year of CO₂ (See Table 4).

Table 4 Estimated Project CO₂ emissions	
Emission Source	CO₂ emissions (tons/yr)
Area Source ¹	5,815.32
Vehicle Emissions ¹	23,850.50
Total	29,665.82

¹ Project’s URBEMIS-2007 modeling results. Area sources include but are not limited to landscape equipment emissions, natural gas emissions, and architectural coatings.

As noted above, the SMAQMD provides guidance for addressing GHG emissions. The SMAQMD guidance regarding evaluating GHG significance states that projects implementing Best Performance Standards (BPS), reducing project specific GHG

emissions by at least 29 percent compared to “Business as Usual,” consistent with GHG emission reduction targets established in AB 32 Scoping Plan, would be determined to have a less than significant individual and cumulative impact on global climate change.

The proposed project is committed to incorporate the following features into the individual homes:

- Tankless hot water heater;
- Remote, recirculating hot water system;
- Dual flush toilets;
- Smart irrigation timer;
- Drought tolerant landscaping;
- Blown-in wall insulation;
- Radiant barrier roof sheathing;
- Milgard lifetime vinyl framed windows with suncoat max glazing;
- Solatube energy-free interior lighting;
- Solar electric system (some);
- All fluorescent or LED lighting;
- Smart home management system;
- High efficiency HVAC equipment; and
- Air care MERV 7 washable, permanent HVAC filter.

Because the project includes these features which result in a reduced CO₂ equivalent, the proposed project would result in a *less-than-significant* impact.

Mitigation Measure(s)

Mitigation is not required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS —Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project with the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with and adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Hazards related impacts were analyzed in Section 10.6, Human-made Hazards, of the Galt 2030 GP EIR.

The NEASP EIR does not address hazards or hazardous materials outside of the context of other topical areas such as geology and soils. As such the presumption is that this issue was determined to be less-than-significant during the EIR scoping stage of the analysis, and no further assessment was performed.

Page 50 of the Land Use Element of the NEASP contains a development regulation generally precluding “dangerous or objectionable elements” of any given land use. In addition, a Phase 1 Environmental Site Assessment (ESA) was prepared for the project by Youngdahl Consulting Group in December of 2003. In conjunction with the development of Phase I of the project, the site was mass graded. As the project site has remained fallow after mass grading, the ESA remains applicable to the site. The ESA consisted of a review of environmental record sources, physical setting sources, review of site related documents, historical use information, and a site reconnaissance. The ESA revealed no evidence of recognized environmental conditions in connection with the subject property.

- a. During construction, oil, diesel fuel, gasoline, hydraulic fluid, other liquid hazardous materials, paints, solvents, and various architectural finishes would be use. If spilled, these substances could pose a risk to the environment and to human health. However, in the event of a spill, the Galt Fire Protection District is responsible for responding to non-emergency hazardous materials reports. The use, handling, and storage of hazardous materials are highly regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. Both federal and State laws include special provisions/training for safe methods for handling any type of hazardous substance.

Because residential uses do not typically use, transport or dispose of large amounts of hazardous materials, and the routine transport, use, and disposal of hazardous materials are regulated by federal, State, and local regulations, the impact is considered to be *less-than-significant*.

Mitigation Measure(s)

Mitigation is not required.

- b. As noted above, an ESA was prepared for the project site by Youngdahl Consulting Group (December 2003). The ESA study area includes the project site and is therefore applicable to the project. Evidence of hazardous materials contamination was not evident on the project site during the field reconnaissance. A windshield survey and regulatory agency data base review were conducted to assess whether any contaminated sites are

located in the vicinity of the project site. Potential or confirmed “superfund” sites were not identified within one mile of the project site. Facilities with known leaky underground storage tanks or contaminated municipal wells were not identified within one-half mile of the project site. Because the project site is unlikely to contain contaminated soils, and there are not any known contaminated sites in proximity to the project site construction workers and project occupants are not anticipated to be exposed to hazardous materials. Therefore, the impact related to hazards to the public or through a reasonably foreseeable upset and accidents conditions involving the release of hazardous materials is considered *less-than-significant*.

Mitigation Measure(s)

Mitigation is not required.

- c. The nearest schools to the site are as follows: Marengo Ranch Elementary School at 1000 Elk Hills Drive; River Oaks Elementary School at 905 Vintage Oak Drive; McCaffrey Middle School at 997 Park Terrance Drive; and Liberty Ranch High School at 12945 Marengo Road. The River Oaks school is located within one-quarter mile of the site. Liberty Ranch High, McCaffrey Middle, and Marengo Ranch Elementary are within one-half mile of the site. Although the project includes grading and construction, development of the proposed project would not generate significant amounts of dangerous or hazardous materials of concern. In addition, residential units are not anticipated to handle hazardous or acutely hazardous materials. Therefore, the impact on the schools would be *less-than-significant*.

Mitigation Measure(s)

Mitigation is not required.

- d. The project is not located on a site that is included on a list of hazardous materials sites compiled by the County pursuant to Government Code 65962.5. Therefore, *no impact* would occur.

Mitigation Measure(s)

Mitigation is not required.

- e. The project site is not within two miles of a public airport, and is not within the runway clearance zones established to protect the adjoining land uses in the vicinity from noise and safety hazards associated with aviation accidents. Therefore, *no impact* would occur.

Mitigation Measure(s)

Mitigation is not required.

- f. A private airstrip is not located within the vicinity of the project site. Therefore, *no impact* would occur.

Mitigation Measure(s)

Mitigation is not required.

- g,h. The proposed project would not physically interfere with an emergency plan, because the project would not alter the existing street system, and would provide new connections through the project site. In addition, the project site is not adjacent to an area where wildland fires are considered a risk. Therefore, ***no impact*** would occur.

Mitigation Measure(s)

Mitigation is not required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY —Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the projection rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate of amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing with a 100-year flood hazard area as mapped on a federal flood hazard boundary of Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place with a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Impacts related to hydrology were studied in Section 8.2, Hydrology, of the Galt 2030 GP EIR. The City of Galt participates in a County wide Stormwater Quality Improvement Program. In addition, the City submitted an update Stormwater Management Program in December 2003.

Page 79 of the Public Facilities Element of the NEASP contains the adopted Public Water Supply Plan for the area. Page 83 contains the adopted Hydrology/Drainage Plan. In addition, the Conservation Element, commencing on page 117, addresses issues relevant to hydrology, drainage, and water quality.

Impacts to hydrology were examined in the EIR certified for the NEASP in September of 1987. Specifically, impacts were analyzed in the following relevant areas: increased runoff and alteration of an existing flood plain, effects on surface water quality, continued groundwater drawdown, and impacts on groundwater quality. Increased runoff and alteration of the floodplain were found to be mitigated by the following drainage improvements required by the Specific Plan: 1) on-site channels are required to be sized to convey 100-year flows without flooding adjacent properties; 2) on-site culverts/pipes and bridges are required to be sized to convey 100-year flows without headwater; 3) downstream improvements to Deadman Gulch are required and will allow for greater flows to pass without localized flooding during storm events; and 4) a joint use basin/park for retention of NEASP overland flows has been developed within the Plan area near Highway 99 south of Walnut Avenue.

Effects on surface water quality were found to be mitigated by “vigorous implementation” of erosion and sedimentation control requirements of the Plan including temporary erosion control requirements, energy dissipators at culvert outfalls, and revegetation of the improved channel.

Groundwater drawdown associated with the NEASP development was identified as a significant and unavoidable cumulative impact which cannot be mitigated by the City alone.

Adverse effects on groundwater quality were also identified as a potential significant and unavoidable impact. This may occur from various commercial and industrial uses that could develop in the Plan area. Naturally occurring high levels of manganese in at least one existing City well was also identified as a potentially significant and unavoidable impact depending on treatment measures employed. The subject project requests a rezoning from light industrial uses to residential uses, which would lessen the potential for future groundwater contamination associated with certain industrial or commercial development.

- a.f. Surface water quality can be adversely affected by erosion during project construction, or after the project is completed, if urban contaminants in stormwater runoff are allowed to reach a receiving water. Construction activities disturbing one or more acres are required by the Central Valley Regional Water Quality Control Board (CVRWQCB) to obtain a General Construction Activity Stormwater Permit and a National Discharge Elimination System (NPDES) permit. These permits are required to control both construction and

operation activities that could adversely affect water quality. Permit applicants are required to prepare and retain at the construction site a Stormwater Pollution Prevention Plan (SWPPP) that describes the site, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. The proposed project is composed of approximately 63.73 acres, and thus would fall subject to these requirements. Compliance with these required permits would ensure that runoff during construction and occupation of the project site would ensure that runoff does not substantially degrade water quality. Therefore, this is a ***less-than-significant*** impact.

Mitigation Measure(s)

Mitigation is not required.

- b-e. A part of Phase I, the project site was mass-graded. Although the project includes the development of 88 additional residential units, the project is anticipated to generate additional runoff of 0.5 mgd during a 10-year storm event and 0.64 mgd during a 100-year storm event. In addition, the project would be required to comply with the Sacramento Stormwater Quality Partnership (SSQP) standards for residential development greater than 20 acres. Consistent with SSQP standards, the project would be required to provide 57.63 acres of stormwater quality treatment at Ambrogio Way, Marichal Way, and DiMaggio Way. Because impervious surfaces and runoff from the proposed project would increase slightly from previously planned uses, the existing pipe and channel infrastructure would be adequate to convey the increase runoff. Therefore, the impacts related to groundwater recharge, drainage pattern, and runoff would be ***less-than-significant***.

Mitigation Measure(s)

Mitigation is not required.

- g,h. The 100-year floodplain is contained entirely within the open space and channel areas of Deadman Gulch and the minor drainage tributary based on the 1989 Letter of Map Revision (LOMR) and subsequent FEMA map updating. The Public Works staff has confirmed that the 63.73-acre portion of the site proposed for residential development falls outside of the 100-year floodplain and within Zone X (Other Areas) of the Flood Insurance Rate Map, Community Panel Number 060264-0001-C (August 16, 1995). Therefore, the proposed project would not place housing or other structures in a 100-year flood hazard area. Impacts would be ***less-than-significant***.

Mitigation Measure(s)

Mitigation is not required.

- i. The proposed residential development would be constructed outside of the 100-year floodplain. Dams or levees are not located within proximity of the project site that could

fail or overtop. Therefore, the proposed project would not expose individuals to a substantial risk from flooding as a result of such a failure or overtopping and a *less-than-significant* impact would occur.

Mitigation Measure(s)

Mitigation is not required.

- j. The project area is not located near any large bodies of water that would pose a seiche or tsunami hazard. In addition, the project site is relatively flat and is not located near any physical or geologic features that would produce a mudflow hazard. Therefore, *no impact* would occur.

Mitigation Measure(s)

Mitigation is not required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING - Would the project				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating and environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Land use related impacts were analyzed in Section 4.2, Land Use, of the Galt 2030 GP EIR. The Land Use Element of the NEASP contains development regulations and standards for all types of planned land uses.

The project includes a General Plan Amendment to redesignate the site from Low Density Residential (LDR) to Medium Density Residential (MDR). The 2030 GP defines LDR and MDR as follows:

Low-Density Residential (LDR)

Provides for single family detached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. This use is typically located in areas which include full urban services, and away from industrial, intensive commercial, and largescale infrastructure (i.e., power substations, wastewater treatment plant).

Medium-Density Residential (MDR)

Provides for single family detached homes, secondary residential units, duplexes, public and quasi-public uses, and similar and compatible uses. Attached single- and multi-family homes are also allowed with a conditional use permit. This use is typically located adjacent to low-density residential areas and provides a transition between low-density and medium-high density residential.

Policy LU-1.10 of the General Plan states that the City shall coordinate habitat preservation efforts with Sacramento County to maintain critical species habitat preservation zoning on open space north of the Planning Area and within the proposed South Sacramento County Habitat Conservation Plan. The City shall continue to mitigate impacts on special habitats and endangered species in consultation with applicable Federal and State agencies prior to adoption of the South Sacramento County Habitat Conservation Plan.

The Galt 2030 GP EIR concluded that with implementation of goals and policies, the impact related to land uses would be less-than-significant.

- a. The project does not include the construction of a railroad or major roadway that would physically divide a community. In addition, the project would be consistent with General Plan Policy LU-1.6 Orderly Growth, which requires that development occurs in an orderly sequence based on logical and practical extension of public facilities and services. The project site is surrounded by residential development on three sides and would connect to adjacent infrastructure. Therefore, a *less-than-significant* impact would occur.

Mitigation Measure(s)

Mitigation is not required.

- b. The applicant is requesting amendment of the General Plan designations on the property of 56.33 acres of LDR to MDR. The remaining acreage 6.11 acres of Open Space (OS) and 1.29 acres for Marengo Road will not change. The project would require amendment of the NEASP Land Use Map of 56.33 acres designated R1-B, Intermediate Density Single Family (8,000 square foot lot minimum) to R2 Medium Density Single Family (5,500 square foot lot minimum). The project would require rezoning of 56.33 acres zoned R1-B (PD), 8,000 square foot minimum to 56.33 acres of R2 (PD), 5,500 square foot minimum.

The project would consistent with General Plan Policy LU-4.4: Medium Density Residential Development, which states the following:

City shall designate limited areas of the city for medium density residential uses that primarily include single family homes and duplexes. The intent of this designation is to identify locations for desirable medium density neighborhoods and protect them from incompatible uses.

The project includes the development of 286 single-family residential units and is surrounded by single-family residential and an elementary school on three sides. The project would result in an increase of 88 residential units on the project site. However, the project site uses would remain similar and consistent with surrounding uses.

Therefore, the project would not conflict with any land use plan and a *less-than-significant* impact would occur.

Mitigation Measure(s)

Mitigation is not required.

- c. The project site is not in an area currently subject of a habitat conservation plan or natural community conservation plan. However it should be noted that the City is participating in preparation of the South Sacramento County Habitat Conservation Plan. Therefore, as an adopted HCP does not exist, ***no impact*** would occur.

Mitigation Measure(s)

Mitigation is not required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES —Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the resident of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Galt 2030 GP EIR and NEASP EIR do not specifically address mineral resources. As such the presumption is that this issue was determined to be less-than-significant during the EIR scoping stage of the analysis, and no further assessment was performed.

a,b. The project site is not designated as a mineral resource zone or locally important mineral resource recovery site. The construction of the proposed project would not result in the loss of any known mineral resources. Therefore, *no impact* would occur.

Mitigation Measure(s)

Mitigation is not required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE.				
Would the proposal result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Noise related impacts were analyzed in Section 10.2, Noise, of the Galt 2030 General Plan Update EIR. Primary noise sources within the City include traffic and railroad operations.

Impacts to noise were examined in the certified NEASP EIR. Specifically, impacts were analyzed in the following relevant areas: increased noise levels within the plan area (project-level impacts) and increased noise levels outside the plan area (cumulative impacts). Noise levels within the plan area were found to be less-than-significant and no mitigations beyond implementation of the Specific Plan were recommended. Noise levels outside of the plan area (specifically cumulative traffic increase on Twin Cities Road) were found to be “potentially” significant and unavoidable. The City Council adopted Resolution 87-50 on September 1, 1987 which included findings of fact and a “statement of overriding concerns” documenting the Council’s acceptance of this unmitigated impact in exchange for the benefits of the project. The analysis below tiers from the NEASP EIR and the decisions of Council as documented in Resolution 87-50.

- a,c. The Noise Element of the City of Galt General Plan establishes an exterior noise level standard of 60 dB Ldn at the outdoor activity areas of new residential uses. An exterior noise level of up to 65 dB Ldn may be allowed provided that available exterior noise reduction measures have been implemented and interior noise levels are in compliance. The City's Noise Control Standards (Chapter 8.40 of the Galt Municipal Code) establish an interior noise level standard of 45 dB CNEL for residential uses.

An Environmental Noise Analysis was prepared by Bollard & Brennan (December 23, 2003) with a supplemental letter dated March 2, 2004. The study examined the potential for adverse impact associated with exposure of future proposed residential units to railroad and roadway noise. Similar to the original tentative map, the project includes the construction of single-family residential units along Marengo Road and the Railroad tracks. In addition, the project would result in the development of 88 additional residential units than previously analyzed. However, the additional noise related to traffic generated by the 88 additional residential units would be minimal and is not anticipated to substantially alter the conclusions in the noise report. Therefore, the previous Environmental Noise Analysis would be applicable to the project.

Traffic associated with the proposed project would increase the amount of noise above existing noise levels in the project vicinity. However, the increase would not exceed that anticipated to occur in conjunction with the planned development of the NEASP or General Plan Update. With the proposed increase in density from Low Density Residential to Medium Density Residential, associated ongoing noise from the project is likely to be similar to noise already occurring with other residential development that has already occurred pursuant to the Specific Plan. Development of the project would not increase noise on roadways in the project vicinity would to unacceptable noise levels.

The study concluded that the row of residences planned to be located nearest to Marengo Road would be exposed to future traffic noise levels that would exceed the 60 dB Ldn exterior noise level criterion of the City. Specifically, future unmitigated traffic noise levels at the subject residences would be approximately 64 dB Ldn along Marengo Road. The study evaluated the effectiveness of a solid noise barrier of various heights at reducing the expected noise levels at these locations in order to achieve compliance with the City's standards. A minimum six-foot barrier was determined to be required along the rear property lines adjacent to Marengo Road.

Standard residential construction (wood siding, STC-28 windows, door weatherstripping, exterior wall insulation, composition plywood roof, air conditioning, etc.) results in exterior to interior noise reduction of about 25 dB with windows closed and approximately 15 dB with windows open. Therefore, standard construction would be acceptable at the first and second floor facades of the residences constructed closest to these roadways.

The UPRR railroad tracks run parallel the southern boundary of the project site. These tracks are a part of a spur line, on which Bollard & Brennan indicated that there is “limited” railroad activity. Continuous noise measurements were taken on December 3 through 5, 2003 in order to measure noise from existing operations on the line and predict noise from future operations as. Noise levels were predicted to be approximately 65.6 dB Ldn at adjacent planned residential backyards. This would exceed the exterior noise level criterion of the City. A minimum eight-foot barrier was determined to be required along the rear property lines adjacent to the railroad line.

Using the same assumptions stated above regarding construction materials and practices, standard construction would be acceptable at the first and second floor facades of the residences constructed closest to the railroad.

The applicant and will be required to follow standard construction practices and construct noise walls. Therefore without construction of noise barriers, exposure of residences to noise levels would exceed of standards established by the City, and the impact would be *potentially significant* impact.

In addition, a supplemental noise analysis examined the potential for noise impacts associated with proposed water treatment facilities and the existing fire station north of the site. Mitigation for the construction of the future water treatment facilities are provided including an eight-foot noise wall along the north and east boundary, and the placement of all pumping facilities inside of a building, with ventilation fitted with acoustical louvers. Construction on of the water treatment facilities are not proposed as a part of this project. The City will be the developer of this site in the future, at which time appropriate CEQA clearance will be secured and these requirements for construction will be applied.

The supplemental analysis found that noise from the operation of the fire station is likely to be minimal, but also pointed out that emergency warning devices are exempted from noise control by the State.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

MM-XIIa In conjunction with the submittal of Tentative Map, the applicant shall show the proposed noise walls along Marengo Road extending around the corner of lot 286 (along Ripken Avenue) to bring the wall even with the future building façade.

- b. Some groundborne vibration could occur during construction of the proposed project. However, the activities that typically generate excessive vibration, such as pile driving, are not proposed for this project and would not be necessary for one and two story

residential building construction. The minor ground vibration that may occur during project construction would be less-than-significant and would occur only during allowed hours of construction per the City's Noise Control Standards. This impact would be **less-than-significant**.

Mitigation Measure(s)

Mitigation is not required.

- d. Construction activities associated with the project could generate noise levels in the range of 60 to 100 dBA at a distance of 50 feet, depending on the source. Noise levels at the nearest residence could approach these levels during construction activities along the project boundary. However, construction noise would be for a short duration and limited to the daylight hours. The Galt Municipal Code, Noise Control Standards, Section 8.40.080, exempts noise sources associated with construction, repair remodeling, demolition, paving or grading provided the activities take place only between the hours of 6:00 a.m. and 8:00 p.m. during the week and 7:00 a.m. and 8:00 p.m. on weekends. Therefore, the project would have a **less-than-significant** impact related to temporary or periodic increase in ambient noise levels.

Mitigation Measure(s)

Mitigation is not required.

- e. The project site is not located within the vicinity of a public airport and is not within an airport land use plan. Therefore, project residents would not be exposed to excessive air traffic noise, and **no impact** will occur.

Mitigation Measure(s)

Mitigation is not required.

- f. The project site is not located near a private airstrip and would not be exposed to noise from the private airstrip, so **no impact** would occur.

Mitigation Measure(s)

Mitigation is not required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a. The project site was anticipated for residential urban development and approved for the development of 198 residential units. However, the project includes a General Plan Amendment and Rezone of 63.73 acres of Low Density Residential to Medium Density Residential. Development of the project would result in an increase of 88 units and generate approximately 287 more persons than anticipated (using the DOF 2010 estimate for persons per household of 3.258). The Department of Finance estimated the 2010 population of the City of Galt population is 24,076. The increase in population would constitute approximately 1.2 percent. Similar to the previous environmental analysis, the project includes construction of single-family residential units on 63.73 acres. The project would not result in the construction of additional infrastructure or roadways than previously analyzed. The increase of 88 residential units is not anticipated to induce additional population growth. Therefore, as the project would not expansion of infrastructure, services, and utilities than were already planned or anticipated, a *less-than-significant* impact would occur.

Mitigation Measure(s)
Mitigation is not required.

b,c. The project site is mass graded and development would not result in the displacement of people. Therefore, a *less-than-significant* impact would occur.

Mitigation Measure(s)
Mitigation is not required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the public services:

a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Fire

In 2006, the Galt Fire Protection District and the Elk Grove Community Services District merged to form the Cosumnes Community Services District Fire Department (CCSDFD). The CCSDFD eight fire stations serving the cities of Elk Grove and Galt, as well as areas of unincorporated Sacramento County covering a total of approximately 157 square miles. The CCSDFD Administration building is located at 10573 E. Stockton Boulevard, in Elk Grove. Two stations are located in the City of Galt: Fire Station 45 at 229 5th Street and Fire Station 46 at 1050 Walnut Avenue. In 2007, the CCSDFD responded to 13, 134 calls for service, including 1,851 call from the City of Galt.

The CCSDFD does not have a current master plan, as the existing master plan was adopted in 1998, which was before the CCSDFD took over fire protection and emergency medical response in the City of Galt. According to CCSDFD staff, a new master plan is underway, and expected to be adopted in the near term, although a firm adoption date is not currently in place.

The City currently collects a public safety fire fee. The City has a fee transfer mechanism in place with the Cosumnes Community Services District (CCSD) to transfer the fees on an annual basis to CCSD for the acquisition of equipment to serve Galt residents. CCSD has advised the City that the current fee collected by the City is inadequate, but until such time as the CCSDFD adopts a new master plan, and a new fee is calculated which reflects the fair share acquisition of equipment and allocation of costs among Elk Grove, Galt, and unincorporated portions of Sacramento County served by CCSD, the amount of a new City fee that would mitigate the impacts is unknown. Adoption of a new fee by the City with transfer of the proceeds to CCSD will require a new agreement.

A settlement agreement was made between the City and CCSD on November 18, 2008. The agreement addresses the 2005 Community Facilities District (CFD) which was formed by the City in 2005 to levy a special tax to fund police and fire protection services. The CCSD has

proposed the creation of a new CFD, which would levy a special tax for fire protection and suppression, emergency medical equipment, and operations and services provided solely by the CCSD. However, a CFD has not been formalized.

Police

The Galt Police Department provides police services for the City of Galt and services a population of 23,469. The Galt Police Department has one station, which is located at 455 Industrial Drive. The Galt Police Department employs 45 personnel, 32 of which are sworn, and is divided into two divisions, operations and administrative. The City of Galt relies on the Sacramento County Sheriff Deputies when emergency calls exceed the police department's capacity. The Department staffing varies from two to six officers on duty at any given time depending on the time of day. The on duty numbers include a school resources officer during school hours. The school resources officer deals with truancy problems and provides school outreach programs to the public schools in the City of Galt. The City of Galt has adopted a public safety policy that includes the provision of capital facilities and personnel sufficient to supply police personnel with 40 percent of their shift free from calls so as to undertake community policing. The goal is intended to allow the police department to operate in a proactive, rather than reactive, manner. It should be noted that "Measure R" was passed in November of 2008, which included a half-cent sales tax increase for police services. Current revenue projections are approximately \$650,000 annually.

Parks

Galt's parks are maintained by the Galt Parks and Recreation Department. The City uses Flea Market funds and collects fees from development within the City for funding the development and maintenance of park facilities. The 2030 Galt GP establishes an overall community standard of five acres of total (neighborhood and community) park space per 1,000 residents. Based on the projected population of approximately 24,133 for 2009,³ and using the above service standard, the City should have approximately 120 acres of parks. Existing parks within the City total approximately 115 acres. In addition, the recently approved Walker Park would add approximately 39 acres to the existing City of Galt park and recreation system when the facilities are constructed. Using the above service standard, the City would not need additional park space to meet the needs of the current population.

Schools

The City of Galt is served by two school districts: Galt Joint Union Elementary School District (GJUESD) and Galt Joint Union High School District (GJUHS). The GJUESD includes the City of Galt as well as surrounding areas in Sacramento and San Joaquin counties. The District

³ California Department of Finance, *EI-City/County Population Estimates, 2009*, http://www.dof.ca.gov/research/demographic/reports/estimates/e-4/2001-09/documents/E-4_2009%20Internet%20Version.xls, accessed July 27, 2009.

currently operates five elementary schools and one middle school. The GJUHSD currently operates one high school and a continuation high school. However, a new high school, Liberty Ranch High School, opened for 2009-10 school year for 9th and 10th grade students and will expand to include 11th and 12th grade students. In addition, in 2008, Greer Middle School was converted to an elementary school and Fairsite Elementary School was converted for other uses. The 2008-2009 GJUESD enrollment was 4,190 and the GJUHSD enrollment was 2,405. The current capacity to enrollment ratio cannot be calculated accurate with the close of Fairsite Elementary School, conversion of Greer Middle School, and opening of Liberty Ranch High School.

Discussion

- a. The Cosumnes Community Services District provides primary fire protection service to the project site via a fire station located north of the project site.

The applicant would be required to pay a special tax to fund police and fire protection services created with formation of the 2005 CFD. The CCSD has proposed the creation of a new CFD would levy special tax for fire protection and suppression, emergency medical equipment, and operations and services provided solely by the CCSD. However, the new CFD has not been formalized.

Therefore, because the project will pay Capital Impact Fees, which will cover fire and emergency services, and the project will be consistent with the 2030 GP and would not create additional demand for fire services than anticipated by the General Plan, and because the 2005 CFD collects revenue to ensure adequate fire protection services exist to serve the proposed project, a *less-than-significant* impact would occur.

Mitigation Measure(s)

Mitigation is not required.

- b. The project sites are currently served by the Galt Police Department for police protection. The Galt Police Department has one station, which is located at 455 Industrial Drive. According to Police Chief Loren Cattolico of the Galt Police Department, the Department staffing varies from two to six officers on duty at any given time depending on the time of day. The on duty numbers include a school resources officer during school hours. The school resources officer deals with truancy problems and provides school outreach programs to the public schools in the City of Galt. The City of Galt has adopted a public safety policy that includes the provision of capital facilities and personnel sufficient to supply police personnel with 40 percent of their shift free from calls so as to undertake community policing. The goal is intended to allow the Police Department to operate in a proactive, rather than reactive, manner. Chief Cattolico indicated that the Police Department is currently four officers short of number required to reach the staffing goal. The combined proposed projects would add 286 single-family residential units to the City. According to the GP EIR (p. 161), the City of Galt has adopted a fee system for new

construction to provide adequate funding for police protection needs. Therefore, because the project would be required to pay police protection fees that ensure adequate police protection services exist to serve the proposed project, a *less-than-significant* impact would occur.

Mitigation Measure(s)

Mitigation is not required.

- c. The project site is served by the Galt Joint Union Elementary School District which operates the middle and elementary schools, and the Galt Joint Union High School District which operates the high schools. As shown below, the proposed project would generate approximately 246 students, including 137 K-5 students, 49 grade 6-8 units, and 60 high school students. These are students that would not have been anticipated as the site was designated for non-residential uses. Therefore, the additional students generated by occupation of the project would increase demand for school facilities.

Grade	Number of Units	Students/Unit Rate ¹	Number of Students
K-5	286	0.48	137
6-8	286	0.17	49
9-12	286	0.21	60
Total	286	0.86	246

¹School Facility Needs Analysis, 2009.

Elementary school capacity is 3,720 and enrollment as of August 2009 was 3,204. Middle school capacity is 1,020 and enrollment as of August 2009 was 956. High school enrollment as of June 2010 was 2,244. The Galt Join Union High School District recently opened a new high school, Liberty Ranch High School that serves 9th and 10th grades and will add 11th and 12th grades in the next two years. It should be noted that both school districts in Galt have experience a decline in enrollment. The analysis indicates that there is available capacity in the Galt school system. The school districts have adequate capacity to accommodate the additional students generated by the project.

Funding for new school construction is provided through State and local revenue sources. Senate Bill (SB) 50 (Chapter 407, Statutes of 1998) governs the amount of fees that can be levied against new development. Payment of fees authorized by the statute is deemed “full and complete mitigation.” These fees would be used in combination with State and other funds to construct new schools.

Because the proposed project would be required to pay applicable school fees and because the amount of these fees is pre-empted by the State, the increase in students is considered by law to be a *less-than-significant* impact.

Mitigation Measure(s)*Mitigation is not required.*

- d. The City of Galt requires developers to provide for five acres of park for every 1,000 residents. As stated in the City of Galt GP, Policy PFS 1.9. The City shall require that new development pay its fair share of the cost of providing new public services and/or the costs of expanding/upgrading existing facilities and services impacted by the new development. The proposed project would generate approximately 932 persons at buildout (assuming 3.258 persons per household per DOF 2010 estimates). Based on the projected population of approximately 24,133 for 2009,⁴ and using the above service standard, the City should have approximately 120 acres of parks. Existing parks within the City total approximately 115 acres. In addition, the recently approved Walker Park would add approximately 39 acres to the existing City of Galt park and recreation system. The project includes a General Plan Amendment from Low Density Residential to Medium Density Residential. The additional residences would increase the demand for park use. Development of the project would require an in lieu payment for 4.66 new acres of park. However, it should be noted that the City of Galt Parks Master Plan Update and Draft Mitigated Negative Declaration were approved by the City Council on August 17, 2010. However, the City Council has not approved the 2009 Parks & Recreation Public Facilities Fee Updates. Therefore, with payment of in lieu fees as well as the City's adopted Park Impact Fee, impacts to parks and recreation would be ***less-than-significant***.

Mitigation Measure(s)*Mitigation is not required.*

- e. The proposed project would create incremental increases in demand for other services and facilities in the City of Galt, however the additional demand for services would be funded by increased in property tax and other revenue from the new homes. The Galt 2030 GP requires new development to pay Public Service Impact Fees. Therefore, with payment of Public Service Impacts Fees, the impact to other services would be ***less-than-significant***.

Mitigation Measure(s)*Mitigation is not required.*

⁴ California Department of Finance, *EI-City/County Population Estimates, 2009*, http://www.dof.ca.gov/research/demographic/reports/estimates/e-4/2001-09/documents/E-4_2009%20Internet%20Version.xls, accessed July 27, 2009.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. As discussed above in XIV d., the proposed project includes payment of in lieu fees to mitigate the additional demand for park facilities. Therefore, the potential for impacts to off-site parks will be mitigated to a *less-than-significant* level.

Mitigation Measure(s)

Mitigation is not required.

- b. The proposed project does not include neighborhood recreational facilities. The project does include, however, implementation of a portion of the Deadman Gulch Parkway in the form of restoration of the floodway corridor of the minor drainage tributary that lies along the northern portion of the property. Plans and mitigations for this open space component of the NEASP are discussed in more detail under “Biological Resources”, including a summary of State and federal permits for this work that have already been secured. The project would not require the expansion of recreational facilities and a *less-than-significant* impact would occur.

Mitigation Measure(s)

Mitigation is not required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC - Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Project-level impacts from increased traffic were examined in the EIR certified for the NEASP in September of 1987, and found to be less-than-significant based on the establishment of assessment district financing to fund roadway improvements identified starting on page 62 of the FEIR. Cumulative traffic impacts were found to be significant and unavoidable. The City Council adopted Resolution 87-50 on September 1, 1987 which included findings of fact and a “statement of overriding concerns” documenting the Council’s acceptance of unmitigated

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cumulative traffic impacts in exchange for the benefits of the project. The analysis below tiers from the NEASP EIR and the decisions of Council as documented in Resolution 87-50.

Since the time of the original EIR the City has undertaken the development of a citywide traffic forecast model and circulation study (Citywide Traffic Circulation Study, November 2001). That report examines citywide traffic impacts in 2025 assuming build-out of the NEASP including light manufacturing land uses on the subject property. Trip generation for the subject property in the 2001 analysis was assumed at 5,669 daily trips. This is generally consistent with the 1987 NEASP traffic analysis that assumed trip generation for the site would be approximately 5,500 daily trips (NEASP FEIR, page 59) assuming the same light industrial uses.

In February 2003 the City adopted Standards of Significance for Traffic Impacts which establishes LOS D as the minimum acceptable LOS threshold for City roadways within one-quarter mile of a freeway interchange and LOS C on all other City roadways.

The Galt 2030 General Plan Update Circulation Element Policy C-1.3 specifies the minimum Level of Service (LOS) standards for all streets and intersections within the City's jurisdiction:

Policy C-1.3: Level of Services

The City should develop and manage its roadway system to maintain LOS "E" on all streets and intersections within a quarter-mile of State Routes, along A Street and C Street between State Route 99 to the railroad tracks, and along Lincoln Way between Pringle Avenue to Meladee Lane. The City should develop a LOS "D" or better on all other streets and intersections.

A Transportation Impact Analysis Report for the project was prepared by Omni Means in August 2010 (Attachment B). The Transportation Impact Analysis Report studied the following intersections:

- Carillion Boulevard/Vintage Oak Avenue
- Carillion Boulevard/Walnut Avenue
- Carillion Boulevard/Twin Cities Road
- Carillion Boulevard/Simmerhorn Road
- Marengo Road/Walnut Avenue
- Marengo Road/Twin Cities Road
- Marengo Road/Simmerhorn Road
- Twin Cities Road/East Stockton Boulevard
- Twin Cities Road/West Stockton Boulevard
- Walnut Avenue/SR 99 Northbound Ramps
- Carillion Boulevard/Project Access intersections (*future*);and
- Marengo Road/Project Access intersections (*future*)

The purpose of this study was to examine traffic and circulation impacts associated with the proposed revised land use. Revised trip generation for the project assuming single-family residential development is 2,737 daily trips, with 215 AM peak hour trips and 289 PM peak hour trips.

- a,b. The project includes development of 200-foot westbound left-turn refuge lane within the existing raised median portion of Carillion Boulevard and at the DiMaggio Way intersection. It should be noted Phase I of the project constructed of a 150-foot-southbound left-turn lane at the intersection of Carillion Boulevard and at the DiMaggio Way intersection. The Traffic Impact Analysis determined that with under short-term conditions, development of the project would not worsen the LOS of any roadway or intersection to an unacceptable level. Under cumulative 2030 conditions, the intersection of Carillion Boulevard/Vintage Oak Avenue/Ambrogio Way would operate at an unacceptable LOS under both 2030 No Project and 2030 Plus Project conditions. However, with installation of a traffic signal at the intersections of Carillion Boulevard/Vintage Oak Avenue/Ambrogio Way and Marengo Road/Ripken Avenue, the intersection would operate at LOS C during AM and PM peak hour. Therefore, without installation of a traffic signal, a *potentially significant* impact would occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

MM-XVI(a) A traffic signal/intersection improvements shall be installed at the Marengo Road/Ripken Way intersection. This traffic signal/intersection improvement is necessary for the cumulative conditions and is a regional improvement that should be part of the TCIP fee but is not currently included. If the TCIP is updated to include the traffic signal/intersection improvements at the time of issuance of building permits, the applicant shall pay the project's fair share through paying the TCIP. If the signal/intersection improvement is not included in the TCIP at the time of issuance of building permits, the applicant shall pay its fair share of the improvement as determined by the City Engineer based upon the volume of traffic generated by the proposed project as a percentage of the overall volume at the intersection.

MM-XVI(b) A traffic signal/intersection improvements shall be installed at the Carillion Boulevard/Vintage Oak Avenue/Ambrogio Way intersection. This traffic signal/intersection improvement is necessary for the cumulative conditions and is a regional improvement that should be part of the TCIP fee but is not currently included. If the TCIP is updated to include the traffic signal/intersection improvements at the time of issuance of building permits, the applicant shall pay the project's fair share

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through paying the TCIP. If the signal/intersection improvement is not included in the TCIP at the time of issuance of building permits, the applicant shall pay its fair share of the improvement as determined by the City Engineer based upon the volume of traffic generated by the proposed project as a percentage of the overall volume at the intersection.

- c. The project site is not located near an airport, and the proposed project does not include any improvements to airports or change air traffic patterns. Therefore, the proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. ***No impact*** would occur.

Mitigation Measure(s)

Mitigation is not required.

- d,e. The proposed project includes land uses are similar to other development in the project vicinity. The circulation system does not include any tight curves or other design hazards. As discussed in XVI a,b., various required roadway and intersection improvements will ensure that the project site has adequate access without violating acceptable levels of service. For these reasons, there would be adverse impacts related to roadway hazards or interference with emergency access would not occur. The planned roadway connections and extensions would have beneficial effects for emergency access. Therefore, the impact would be considered ***less-than-significant***.

Mitigation Measure(s)

Mitigation is not required.

- f. The project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The project includes development of an off-site pedestrian path connection to the existing path under Carillion Boulevard at Deadman Gulch. Sidewalks, bike lanes, and separated pathways are proposed consistent with the General Plan and NEASP. Therefore, the impact would be ***less-than-significant***.

Mitigation Measure(s)

Mitigation is not required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable regional Water Quality Control Board?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Wastewater

The City of Galt provides secondary sewage treatment of urban and industrial wastewater by means of a return activated sludge process at its wastewater treatment plant (WWTP) located north of Twin Cities Road and west of the railroad. The current WWTP site includes over 290 acres and the City also leases 180 acres from the Roman Catholic Bishop of Sacramento south of the WWTP. Approximately 150 acres of the WWTP and the 180-acre leased parcel are used for land disposal of secondary treated effluent. The WWTP has a capacity of 3.0 MGD and is currently operating at 2.3 MGD. Furthermore, the plant is designed and laid out in a manner that would allow it to be expanded to 6.0 MGD. In addition to capacity improvements, the City is currently implementing several treatment process related improvements in order to continue

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compliance with the requirements of the Regional Water Quality Control Board (RWQCB), and to ensure adequate capacity for planned future development.

From November through April, the City discharges all treated effluent to Laguna Creek. However, during the dry season, which is defined as the months of May through October, the City must retain and reuse treated effluent on-site and is not permitted to discharge treated effluent to surface waters per its newest California Regional Water Quality Control Board Central Valley Region National Pollutant Discharge Elimination System (NPDES) permit.

The operation and maintenance of the sanitary sewer collection system and the WWTP is funded by a monthly utility. A development impact fee is assessed to new development to fund the construction of the trunk line system and the WWTP. New development is required to construct the sanitary sewer collection system associated with their projects. In addition, the WWTP upgrade improvements, in order to achieve compliance with the requirements of the RWQCB, is funded by a supplemental monthly utility fee on existing accounts as well as new development impact fees.

The City of Galt Public Works Department operates the City's sanitary sewer collection system and the waste water treatment plant (WWTP). The wastewater treatment plant is rated at 3 million gallons per day (MGD) and currently operates at approximately 2.3 MGD and provides secondary treatment. Maximum daily flows reach approximately 300 MGD and 2.71 MGD during summer and winter months respectively. As noted above, the WWTP has a design capacity of 3.0 MGD. However, the plant is designed and laid out in a manner that would allow expansion to treat 6.0 MGD. It should be noted that a draft NPDES permit for the WWTP is being prepared. The draft permit establishes an upper limit treatment capacity of 4.5 MGD and year-round discharge.

Water Supply

The City of Galt Public Works Department, Water Division, operates the City's water system which provides water throughout the community. The City prepared a "2005 Urban Water Management Plan Update" (Boyle Engineering, 2005), which was adopted by the Galt City Council on January 17, 2006. The City's UWMP, available on the City's website, was obtained and used in this evaluation. The City's existing water system supports approximately 7,200 connections, and a total population of about 23,605. Development of the 2030 Galt General Plan infrastructure would provide adequate water supply for a buildout population of 51,291.

The City of Galt relies upon groundwater from the Cosumnes Subbasin (DWR Groundwater Basin Number 5-22.16) of the San Joaquin Valley Groundwater Basin as its sole source of domestic potable water. The Cosumnes Subbasin is an un-adjudicated basin that supports both municipal and agricultural users. The quality of the ground water is good with the City only needing to treat for iron, manganese, and arsenic to meet maximum contaminant levels

established by the California Department of Public Health. In addition the water is disinfected by adding low levels of chlorine.

According to the 2009 City of Galt Municipal Service Review, the City has 10 well sites of which nine are currently active and one serves as standby. The wells have capacities ranging from 550 to 1,800 gallons per minute (gpm) with a total capacity of approximately 8,900 gpm. The depth to groundwater is approximately 80 feet to 100 feet with the wells drawing water from depths ranging from 350 feet to 900 feet. The water system includes storage tanks at three locations. Two of the locations each have 3 MG storage tank and one location has two 1.5 MG storage tanks. The total existing storage capability is nine million gallons. A fourth storage tank location is presently planned near the Carillion Water Treatment Plant (WTP) on the east side of the City. The water distribution system consists of pipelines ranging in size from four inches to 12 inches in diameter. The water transmission system consists of pipelines ranging in size from 16 inches to 24 inches in diameter.

The average per capita water demand ranged between 195 gallons per capita demand (gpcd) in 2002 and 263 gpcd in 2007. The 2007 average annual daily demand was 5.5 million gallons per day (MGD). The average daily consumption varies from month to month and is dependent on the weather. Based on 2007 production figures, the average daily consumption ranges from a low of 2.3 MGD in January to a high of 8.7 MGD in July. This equates to approximately 98 gallons per capita per day in the winter months to 370 gallons per capita per day in the summer months.

Implementation of the Galt 2030 GP would result in the need for increased water supply facilities, either through the construction of new facilities or through the expansion or retrofitting of existing facilities. Beyond the existing nine active wells and one backup well, and based on future water demand analysis, seven to eight more wells would need to be added to the water service system for a total of 15 to 16 active wells and one backup well.

As noted in the Galt 2030 GP EIR, the City plans to prepare a Water Service Master Plan to facilitate the construction of the additional wells that would be required and obtain any additional water entitlements that may be required to facilitate the full buildout of the Galt 2030 GP. It should be noted that a draft water supply master plan has been prepared, but has not been adopted.

Solid Waste

The City of Galt currently contracts with California Waste Recovery Systems to provide solid waste collection services for residents. California Waste Recovery Systems transports solid waste to the Kiefer Landfill, which is the primary municipal solid waste disposal facility in Sacramento County and is the only landfill facility in Sacramento County permitted to accept household waste from the public. The landfill facility sits on 1,084 acres, but currently uses only a small portion of the total area as landfill. According to the 2008 financial report for the Sacramento

County Department of Waste Management and Recycling,⁵ as of June 30, 2008, the capacity of the Kiefer Landfill had been expanded and the estimated remaining landfill life was 64 years.

Discussion

- a The project sanitary sewer system would connect to an existing connection along Ambrogio Way, which was constructed as part of Phase I River Oaks 3 Unit Subdivision and is connected to an 8-inch sanitary sewer stub located in Carrillion Boulevard. Wastewater ultimately flows to the Wastewater Treatment Plant, which is permitted by the Central Valley Regional Water Quality Control Board (CVRWQCB) and must meet all discharge and other operational requirements. The proposed single family residential units are not anticipated to generate wastewater containing unusual types or levels of contaminants and would not inhibit the ability of the sewer plant to meet CVRWQCB standards. However, as the WWTP is nearing treatment capacity, operation of residential units would generate additional wastewater that could exceed the treatment capacity of the WWTP. Therefore, development of the project would result in a ***potentially significant*** impact related to wastewater treatment.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level

MM-XVIIa Prior to the issuance of building permits, the applicant shall submit proof of sufficient wastewater treatment capacity and effluent disposal to the Public Works Department for review and approval.

- b,e. The proposed project would require sewer and water service from the City of Galt. In order to serve the project site, the project will connect to the existing sanitary sewer service along Ambrogio Way, which is connected to Carillion Boulevard via an 8-inch main line. A 4-inch service will be connected from the main line to each proposed lot. The project total peak flow is approximately 0.23 mgd. As noted above the WWTP is nearing treatment capacity. The Draft Wastewater Collection System Master Plan determined that the existing Vintage Oaks Lift Station across from the project's sewer connection at Carillion Boulevard was nearing current capacity. Originally the lift station was constructed with a 20 horsepower (HP) pump and a 5 hp pump. Currently, the lift station has two 18 HP pumps. Buildout of the project is anticipated to generate 2.52 mgd wastewater flows over the lift station capacity. Therefore, development of the project would result in a ***potentially significant*** impact related to wastewater treatment.

⁵ Sacramento County Department of Waste Management and Recycling, *2008 Comprehensive Annual Financial Report*, <http://www.msa2.saccounty.net/wmr/Documents/2008%20Financial%20Report.pdf>, accessed July 28, 2009.

MM-XVIIb Prior to the issuance of building permits, the applicant shall submit shall proof of sufficient capacity at the Vintage Oaks Lift Station, or shall increase the capacity of the Vintage Oaks Lift Station to serve the project site for Public Works Department for review and approval. Capacity of the lift station could be increase by upgrading the existing pumps from 1,500 gpm to 1,750 gpm or install a third pump within the lift station.

- c. The construction of impervious surfaces on the project site for residential development would incrementally increase stormwater runoff in the project vicinity. The proposed drainage system for the River Oaks Unit 3 development consists of gutters, drop inlets, storm drains and overland release areas. The drainage system is sized for the 10-year peak flows, with overland release points for larger events. The onsite drainage system will connect to a 15-inch pipe along Di Maggio Way, a 30-inch pipe in Ambrogio Way, a 30-inch pipe in Marichal way, and a 12-inch pipe in Ripken Avenue. The 60-inch stub was constructed as part of Phase I of the project site and connects to a 72-inch line located in Carillion Boulevard which outfalls into Deadman Gulch.

Phase I of the project included construction of two 48-inch reinforced concrete drainage pipe along Marengo Road. The proposed drainage pipes have been sized to convey the 100-year peak flow runoff, which was determined using the County of Sacramento hydrology methods. This 100-year peak flow will be carried to the existing tributary of Deadman Gulch through a re-aligned drainage channel located in the open space between River Oaks Unit 2D and Unit 3. This drainage channel has been sized to convey the 100-year peak flow runoff from Marengo Road to Deadman Gulch.

A technical memorandum was prepared for the project by Carollo. The memorandum estimated that the average water demand generated by the project is approximately 110 gallons per minute (gpm), or 158,000 gallons per day (gpd). The average daily water demand anticipated in the Water Distribution System Master Plan for the site is approximately 103 gpm, or 148,000 gpd. It should be noted that the Water Distribution System Master Plan anticipated that 20 percent of future growth would be covered by roadways. Development of the project would result in a net increase of approximately 7 gpm or 10,000 gpd (110 gpm - 103 gpm = 7 gpm). The Carollo technical memorandum determined that the proposed project would not require additional groundwater wells or storage tanks beyond what was recommended in the Water Distribution System Master Plan. Therefore, sufficient water supplies are available to serve the project and expansion or development of new entitlements is not required, resulting in a *less-than-significant* impact.

Mitigation Measure(s)

Mitigation is not required.

Initial Study Environmental Checklist
River Oaks Unit 3 Subdivision

- d. The proposed project would be served by the City of Galt, which uses groundwater for municipal water supply. The average daily water demand with the proposed residential use is anticipated to increase by 10,000 gpd, resulting in an average daily demand increase to 0.16 mgd from the prior demand of 0.15 mgd. The project is bordered by new City water wells to the north and south that were developed in order to adequately serve the NEASP development.

The proposed water system for the proposed development consists of eight-inch to 12-inch distribution mains, fire hydrants, blow-off valves and air release valves. The system has been designed to provide 35 psi to 286 single-family homes and maintain a minimum of 20 psi during fire flow demands. The water system has been designed to supply single family residences at 0.4 gallon per minute plus fire flows at 1,500 gallons per minute. To the west, the water system connects to 12-inch distribution mains in Ambrogio Way and Di Maggio Way, which connects to a 24-inch water main located in Carillion Boulevard. In addition, a 12-inch water stub is located at Norbury Way. To the east, the project's water system will connect the existing 16-inch water main to the north and the existing 12-inch water main to the south located in Marengo Road through a 12-inch main connected at Ripken Avenue.

The proposed project would not result in additional environmental effects beyond those analyzed in the original EIR and water supplies and facilities should be adequate for the project. Therefore, the impact related to water supply would be considered *less-than-significant*.

Mitigation Measure(s)

Mitigation is not required.

- f,g. Solid waste from the project site will be collected by a local franchise hauler, California Waste Removal Systems (CWRS), and may be disposed of at any approved landfill facility. The Sacramento County Landfill facility on Kiefer Road was recently expanded and now has capacity for planned growth throughout the region through 2030 (Toni Berry, Sacramento County Department of Environmental Review, May 14, 2004). The proposed project would generate approximately 522 tons per year, assuming 10 pounds per day per household⁶ ($10 \times 365 \times 286 \div 2000$) as compared to approximately 365 tons that would be generated ($10 \text{ lbs} \times 365 \times 200 \div 2,000$). This would be 157 tons more solid waste generated per year. However, the project includes a Waste Diversion Plan to recycle at least 50 percent of the materials generated for discard by the project during construction. The project would be consistent with Policies PFS- PFS 5.7 of the Galt 2030 GP which promotes the reduction of solid waste through construction debris recycling. Therefore, this impact is considered *less-than-significant*.

⁶ This is an average of rates based on a survey conducted by the CIWMB.

Mitigation Measure(s)

Mitigation is not required.

Initial Study Environmental Checklist
River Oaks Unit 3 Subdivision

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. Impacts to biological and cultural resources are addressed herein. The proposed project falls within the environmental analysis certified for the planned development of the site. Therefore, a *less-than-significant* impact would occur.

Mitigation Measure(s)

Mitigation is not required.

- b. Cumulative impacts as analyzed in the General Plan EIR and NEASP EIR remain valid. The proposed project would not result in significant new or increased cumulative effects and a *less-than-significant* impact would occur.

Mitigation Measure(s)

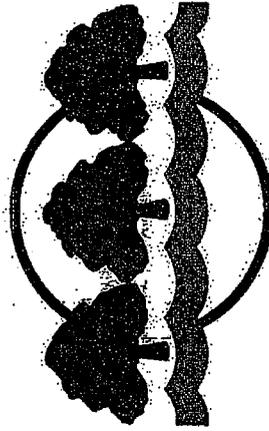
Mitigation is not required.

- c,d. The potential for impacts on human beings is addressed herein. Although, development of the project would result in an increase of 88 units, the project falls within the prior EIR analysis for the General Plan and NEASP. New unmitigated impacts to human beings would not occur and a *less-than-significant* impact would result.

Mitigation Measure(s)

Mitigation is not required.

Elliott Homes
A Tradition of Quality since 1914

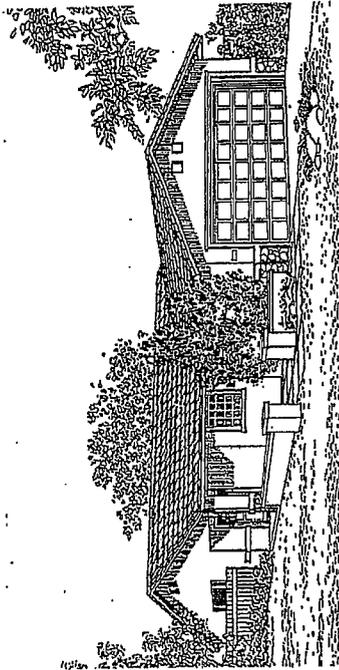


River Oaks III

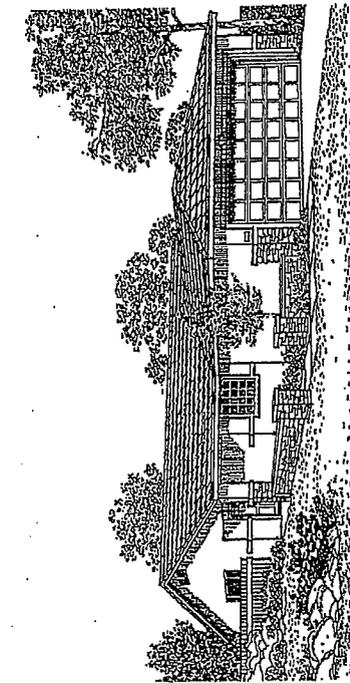
River Oaks III

	<u>Square Feet</u>	<u>Beds/Baths</u>	<u>Garage</u>
Plan 1	1140 SF	3/2	2 car
Plan 2	1330 SF	3/2	2 car
Plan 3	1560 SF	4/2	2 car
Plan 4	1895 SF	4/3	2 car
Plan 5	1930 SF	4/3	2 car

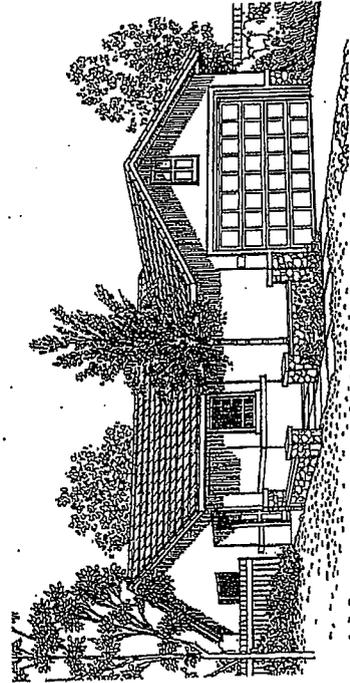
Plan 1



Elevation A



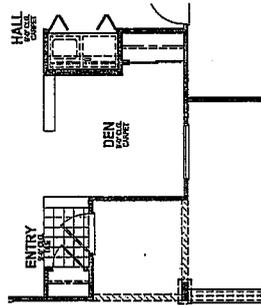
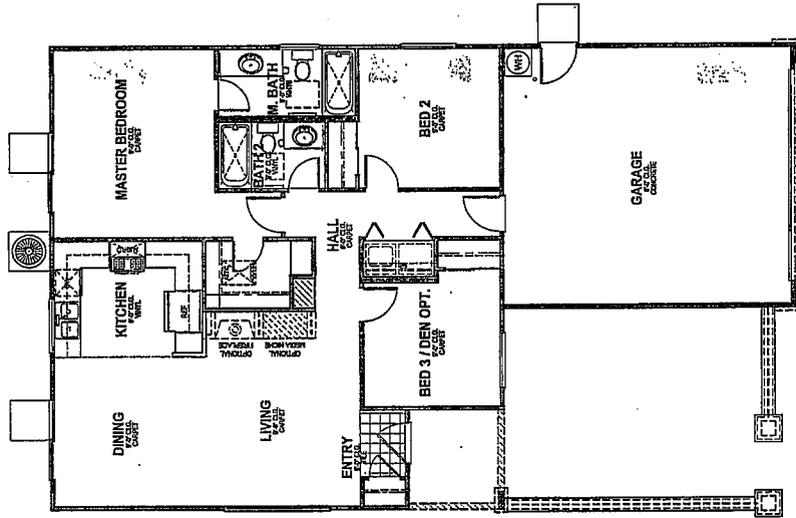
Elevation B



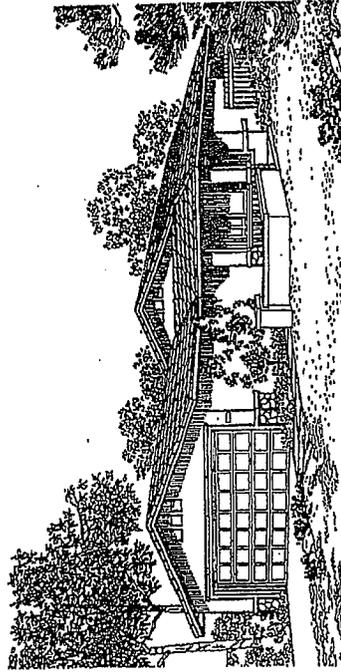
Elevation C

Plan 1

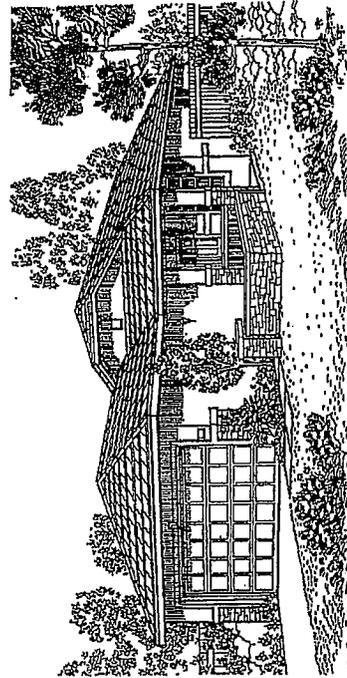
3 Bedrooms and 2 Baths
2 Car Garage
1,140 Square Feet



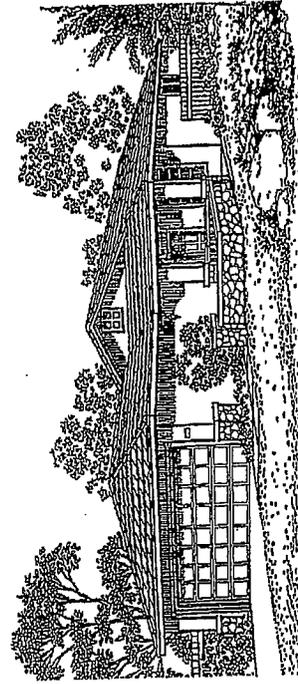
Den Option



Elevation A



Elevation B

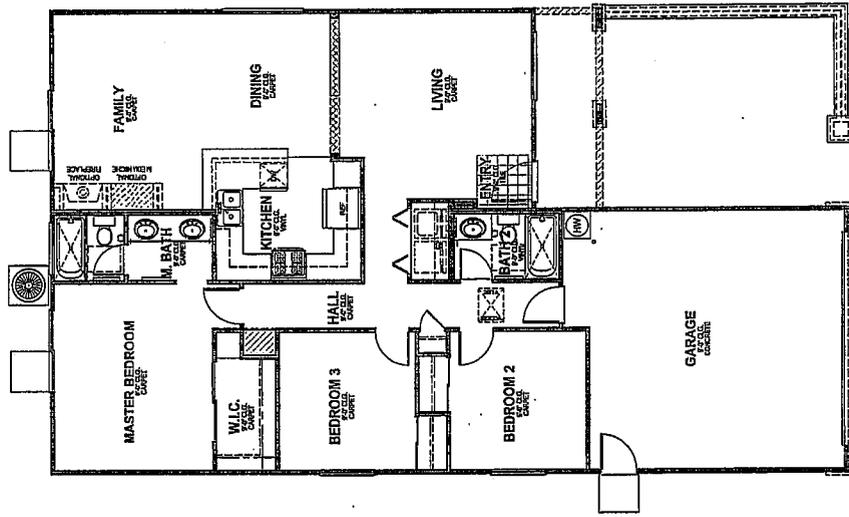


Elevation C

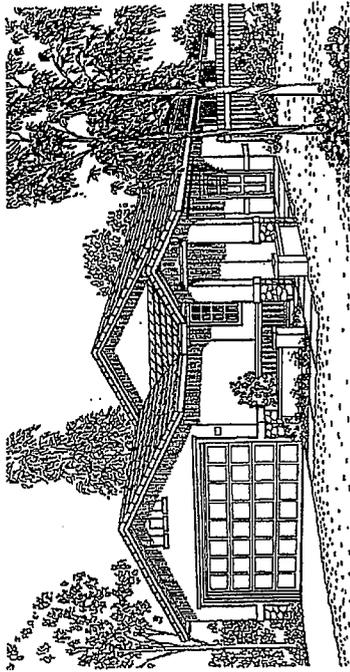
Plan 2

Plan 2

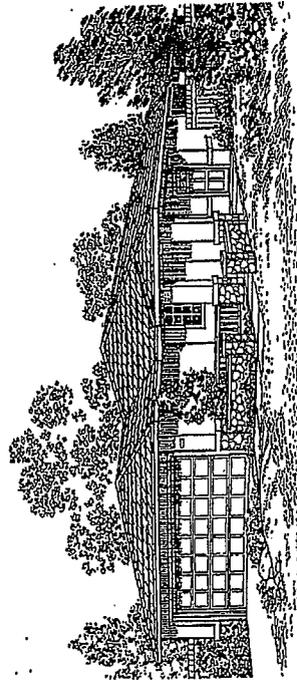
3 Bedrooms and 2 Baths
2 Car Garage
1,330 Square Feet



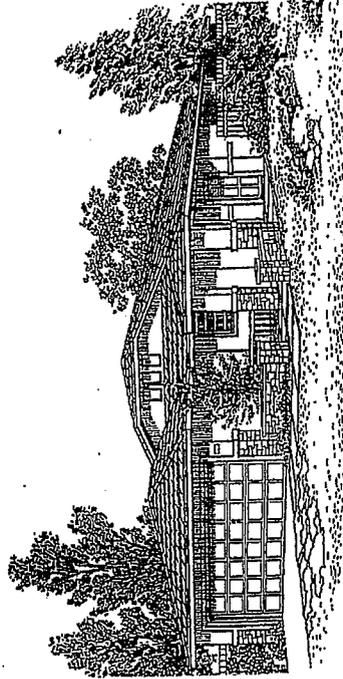
Plan 3



Elevation A



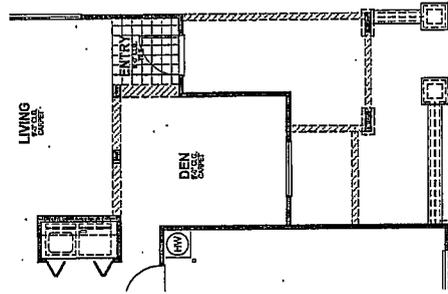
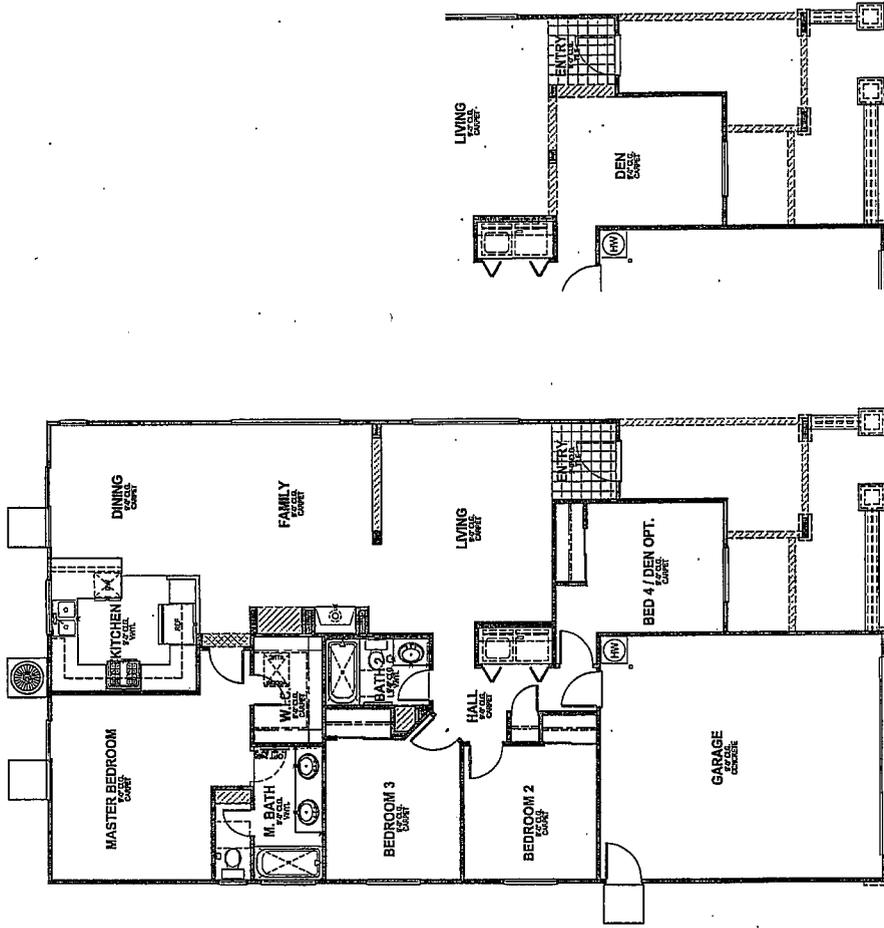
Elevation B



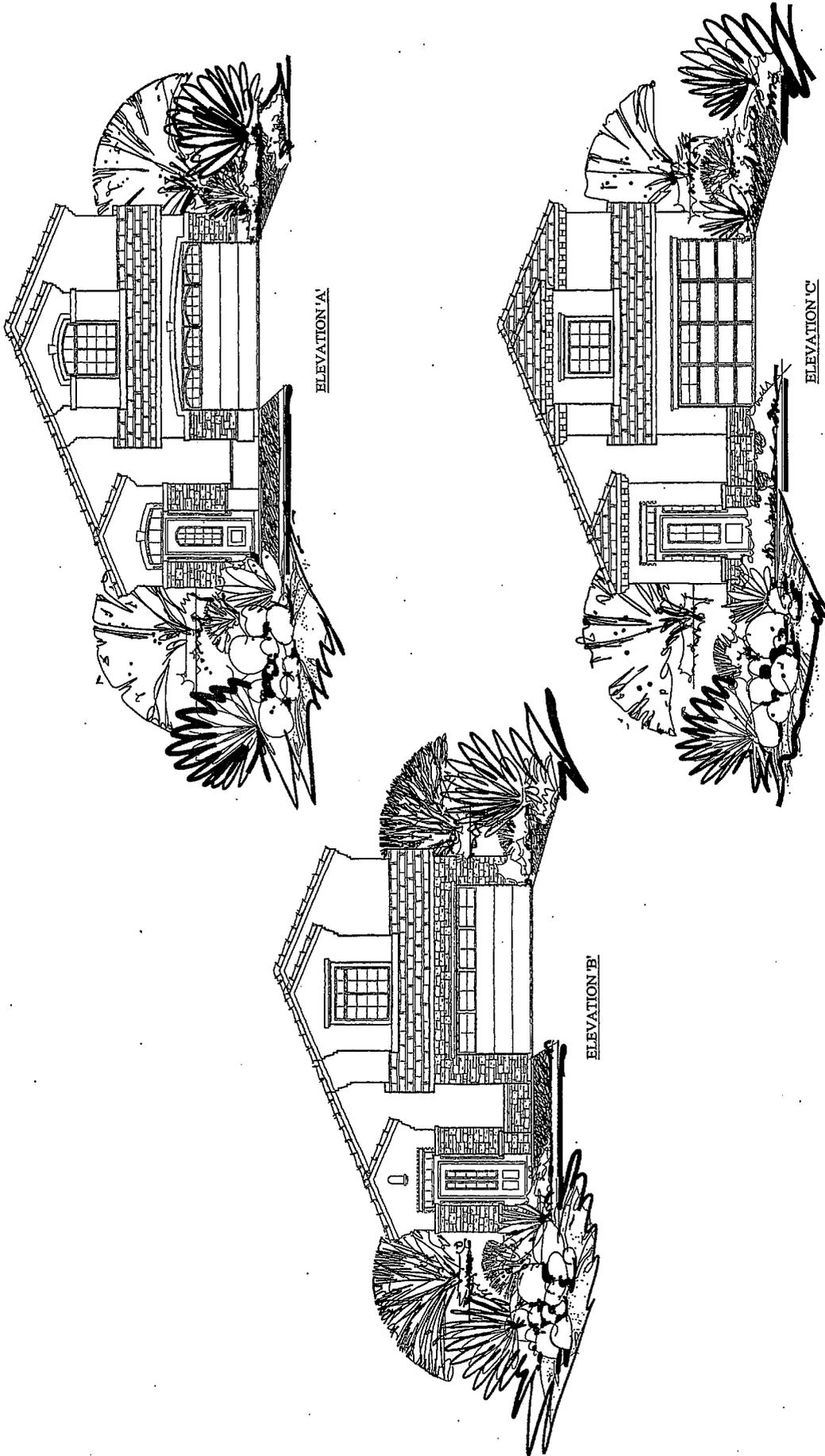
Elevation C

Plan 3

4 Bedrooms and 2 Baths
2 Car Garage
1,660 Square Feet

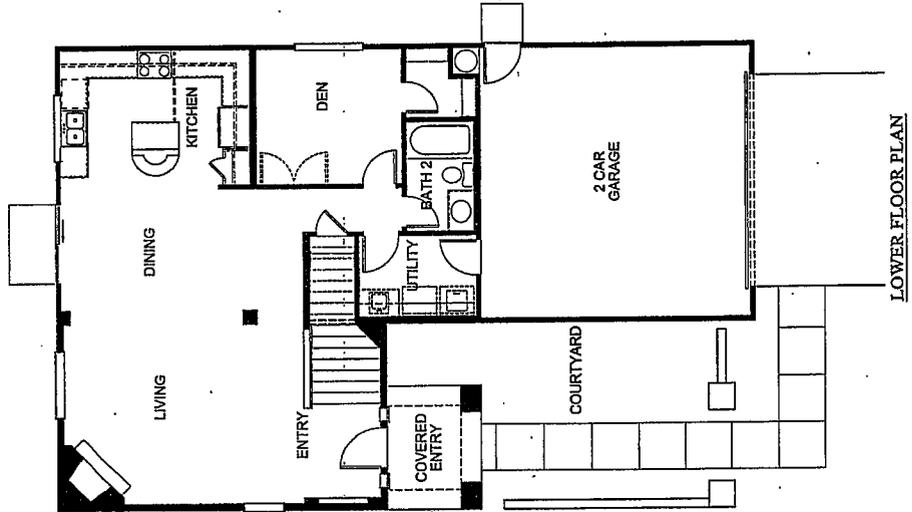


Den Option

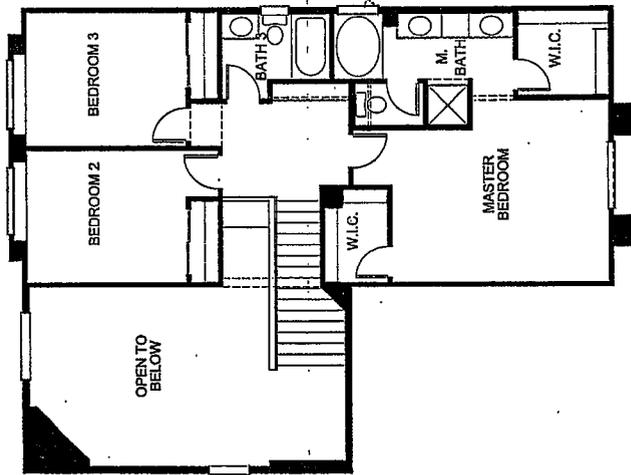


PLAN 4
1895 S.F.
ALL ELEVATIONS
LINDEROTH ASSOCIATES, INC.

ELLIOTT HOMES, INC.
RIVER OAKS III



LOWER FLOOR PLAN

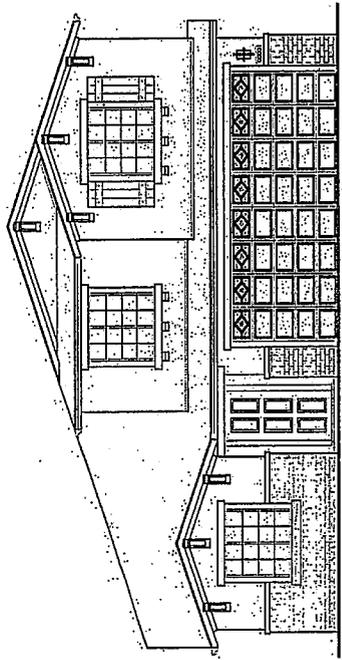


UPPER FLOOR PLAN

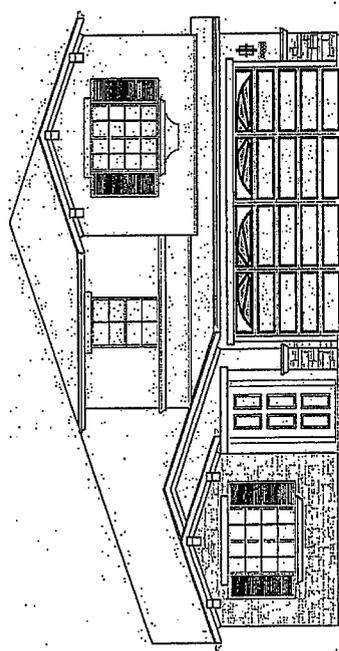
PLAN 4
1895 S.F.
ELEVATION 'A'
LINDEROTH ASSOCIATES, INC.

ELLIOTT HOMES, INC.
RIVER OAKS III

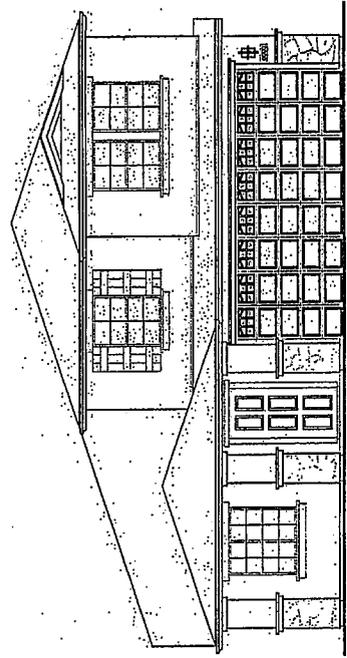
Plan 5,



Elevation A



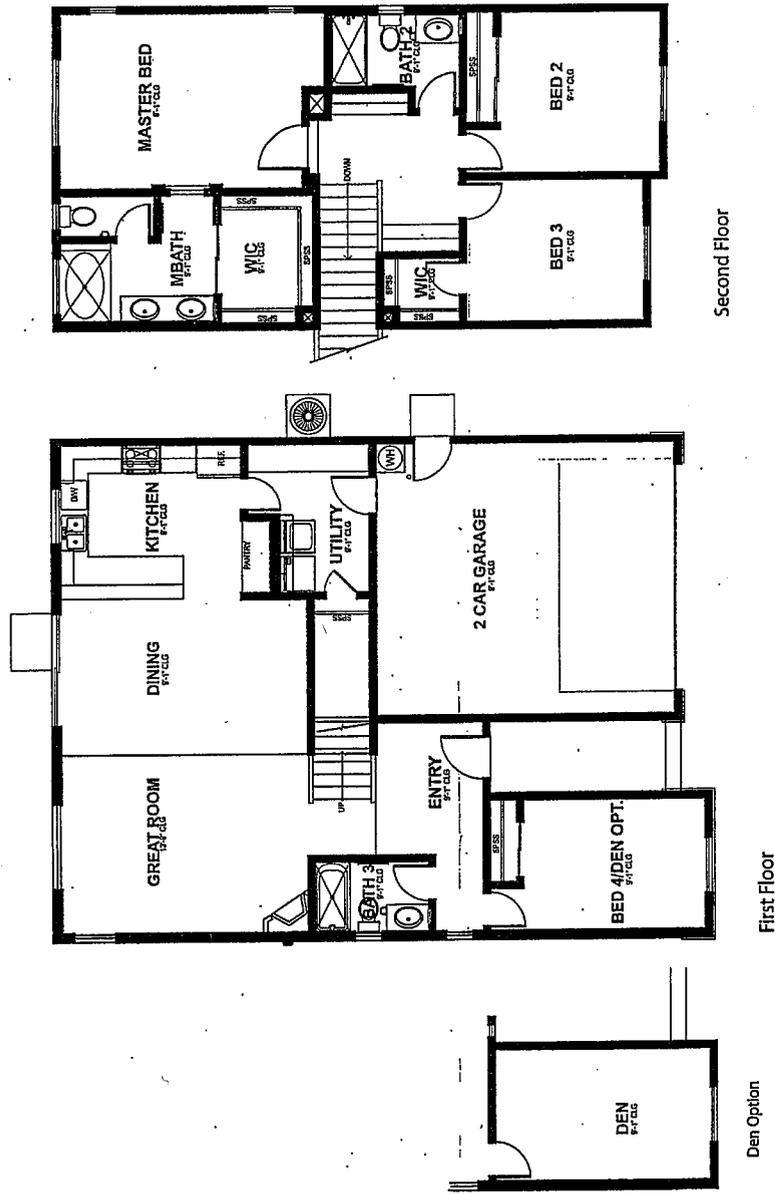
Elevation B



Elevation C

Plan 5

4 Bedrooms and 3 Baths
2 Car Garage
1,930 Square Feet



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ATTACHMENT 3

Date: September 30, 2010

To: Elliot Homes
The City of Galt

From: Faith Harper with regard to the Attendees of the Meeting
September 30, 2010 6:30 P.M.

I would like to put in writing several of the major concerns and ideas expressed tonight by the homeowners who attended the above mentioned meeting. I am sure we all appreciated the information provided by Price Walker, Elliot Homes Director, and City Planner Chris Erias, as well as the opportunity to voice our reactions. I do not profess to represent the group as a whole, but only attempt to try to note the preliminary response.

The group summarized the 3 major problems perceived as follows:

- A. The impact the lower prices of the proposed homes would have upon the value of our own homes, especially if our own "Plan A" appears empty and unfinished.
- B. The restriction to potential buyers by offering homes with much smaller square footage.
- C. The increased traffic on quiet streets, with extremely limited access to Carillion, creating serious safety hazards for our children and elders.
- D. The spirit and integrity of the promise to our community.

The lower market prices are a reality check for all of us, so how do we attract buyers to Galt? Moreover, how do we attract them to this particular area of Galt?

There were several suggestions and questions addressing these problems:

- ✓ In addressing A and B: Since the prices of the proposed homes will be less, we **strongly objected** to the 1140 square foot plan and encourage a switch to approximately 1500 square foot home to offset the discrepancy between our Plan and the new one.
- ✓ How do we utilize the larger lots that are unable to attract buyers?
 1. Can we use the empty lots as green space? or plant "victory gardens"?
 2. Could we have at least one, maybe two small parks built until the market returns?
 3. Could the homeowners buy the unsold contiguous lots?
 4. Could there be walking paths instead of a through street, pioneering a concept that would bring Elliot and Galt positive publicity as an environmentally aware community?
- ✓ The immediate need for a traffic signal, 4-way stop or lighted walkway across Carillion from Ambrogio/Lake Canyon.

Thank you for attention to these matters.

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