AGENDA

REGULAR PLANNING COMMISSION MEETING

COUNCIL CHAMBERS, 380 CIVIC DRIVE, GALT

THURSDAY, JUNE 14, 2012, 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.

CALL MEETING TO ORDER

ROLL CALL: COMMISSIONERS: Dees, Morris, Pellandini, McFaddin, Rodriguez

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 10, 2012 regular meeting.**

RECOMMENDATION: That the Planning Commission approve the minutes of the May 10, 2012 regular meeting.

PUBLIC HEARING

(5)1. SUBJECT: CONDITIONAL USE PERMIT FOR MATERIALS RECOVERY AND RECYCLING FACILITY AT 175 ENTERPRISE COURT

RECOMMENDATION

That the Planning Commission adopt Resolution 2012-__(PC) approving the CEQA Negative Declaration and approving a Conditional Use Permit for a material recovery and recycling facility use at 175 Enterprise Court (California Waste Recovery Systems).

2. SUBJECT: ARCHITECTURAL REVIEW MODIFICATION FOR CREEKSIDE 2 UNIT 2 RESIDENTIAL SUBDIVISION — This item to be continued to the July 14, 2012 regular meeting.

RECOMMENDATION

That the Planning Commission Adopt Resolution 2012 -__(PC) modifying the approved Architectural Review Plan to include additional home plans (floor plans and elevations) to the range of approved home options in the Creekside 2 Unit 2 Subdivision.

3. SUBJECT: SET A SPECIAL PLANNING COMMISSION PUBLIC HEARING DATE FOR AUGUST 23, 2012 AND CANCEL THE REGULAR AUGUST 9, 2012 MEETING

RECOMMENDATION

That the Planning Commission changes the August 2012 public meeting/hearing date from August 9, 2012 to August 23, 2012 and confirm planned attendance.

DEPARTMENT REPORTS – Advise Planning Commission regarding City Council's action on Architectural Review Amendments.

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, Galt, California
Thursday, May 10, 2012, 6:30 p.m.

The meeting was called to order at 6:30 p.m. by Chairperson McFaddin. Commissioners present: Dees, Pellandini, Morris, McFaddin and Rodriguez.

Staff members present: Principal Planner Kiriu, City Attorney Rudolph, Development Services Engineer Forrest, and PC Secretary Kulm.

PUBLIC COMMENTS – None.

INFORMATION/CONSENT CALENDAR

1. **SUBJECT**: **Minutes of the April 12, 2012 regular meeting.**

   ACTION: Dees moved to approve the consent calendar; second by Pellandini. A roll call vote was taken by those commissioners present: Dees – Yes; Pellandini – Yes; McFaddin – Yes; Morris – Yes; Rodriguez - Yes. **Motion was unanimously carried.**

PUBLIC MEETING

1. **SUBJECT:** **PROPOSED CHANGES TO THE ARCHITECTURAL REVIEW REQUIREMENTS AND PROCEDURES FOR NEW SINGLE FAMILY RESIDENCES INCLUDING THOSE IN 13 PREVIOUSLY APPROVED SUBDIVISIONS.**

RECOMMENDATION:

1. Recommend that City Council introduce Ordinance No. 2012-__ Amending certain provisions of Chapters 18.08 and 18.52 of the Galt Municipal Code regarding Establishment of Zoning Districts and Permit Procedures respectively and also amending the official Galt zoning map to reflect the changes; and

2. Recommend that City Council introduce Ordinance No. 2012-___ Repealing and Readopting Chapter 18.24 of the Galt Municipal Code Regarding Combining Zoning District Regulations and Specific Plans; and

3. Recommend that City Council introduce Ordinance No. 2012-__ Rescinding or otherwise modifying conditions of rezoning ordinance approval, relating to Architectural Review procedures and requirements for new single family homes, imposed on identified residential developments noted herein; and

4. Adopt Resolution No. 2012-__ (PC) Repealing or otherwise modifying certain tentative subdivision map conditions for the projects specifically identified herein (subject to current landowner consent), related to architectural review requirements and procedures. These projects will be required, by zoning regulation, to instead comply with Galt Zoning Code requirements for Architectural Review. This Resolution is contingent on City Council ultimately adopting the preceding Ordinances. Otherwise, it will be null and void.

Kiriu gave staff report noting that the date shown on the 2nd ordinance and the Planning Commission resolution were incorrect and should be May 29th, not June 5th. The correction would need to be included in any motion regarding these documents.

Chairperson McFaddin opened the public hearing.

Patrick O'Flaherty, 1068 Elk Hills Drive, stated that he thinks the current process works well for the community. It gives the community opportunity for input. He also stated that the current economic climate should not change the requirements for developers. He reminded the commission that their responsibility is to the community not the developer.

Kelly Keagy, 1079 Ranford Court, explained that she would prefer the code requiring a three-fifths vote from approval to remain as is, rather than the proposed change to a majority vote of the quorum present. Ms. Keagy also said she does not see the need for the Planning Director to approve insubstantial modifications. She thinks all changes should come before the Commission.

Discussion ensued regarding what would constitute insubstantial modifications. It was the consensus of the commission that insubstantial modifications would be defined by a later Planning Commission action.

Kim O'Neal, 569 Ewell Ct., inquired as to what would be changed with tonight's actions … zoning changes, larger lots, smaller homes, etc. Ms. O'Neal expressed concern that smaller homes may result in a larger amount of rental homes. Kiriu explained that this process does not affect lot sizes or allowable uses in the zoning districts already existing. It only affects the architecture of the proposed homes. Ms. O'Neal also agreed with Ms. Keagy regarding the majority vote vs. three-fifths vote.

Lorraine Graham, Galt resident, said her biggest concern is with the empty lots behind her home on Killebrew. Ms. Graham would like to see those homes built.

Chairperson McFaddin closed the public hearing.

ACTION: Morris moved to approve staff's recommendations with two minor exceptions:

1) require that the term "insubstantial modifications", referring to changes to an approved architectural review plan that could be approved administratively without a public hearing, be further defined by a later Planning Commission action with further opportunity for public input. The ordinance in Action #2 would be modified so proposed section 18.24.030 B would read as follows:

"18.24.030 B. Modifications to an approved ARC Plan shall require Planning Commission approval at a noticed public hearing with the exception of insubstantial modifications which may be approved administratively by the Community Development Director. The term "insubstantial modifications" shall be as defined by the Planning Commission in adopted design guidelines or by separate resolution."

2) correct the dates in the ordinance in Action 2 and resolution Action #4 from June 5 to May 29;

second by Pellandini. A roll call vote was taken by those commissioners present: Dees – Yes; Pellandini – Yes; McFaddin – Yes; Morris – Yes; Rodriguez - Yes. **Motion was unanimously carried.**

2. SUBJECT: 2012-2017 CAPITAL IMPROVEMENT PROGRAM PROJECTS: FINDING OF CONSISTENCY WITH GALT GENERAL PLAN

RECOMMENDATION

1. Adopt Resolution 2012-___(PC) finding that the major public works projects proposed for fiscal year 2012-2013, and identified in the pending Five Year 2012-2017 Capital Improvement Program (CIP), are consistent with the 2030 Galt General Plan.

Kiriu gave staff report. Bill Forrest gave some additional information to the Commission regarding the total CIP list which extends past fiscal year 2012-2013. A brief discussion ensued.

ACTION: Dees moved to approve staff's recommendation as presented; second by Pellandini. A roll call vote was taken by those commissioners present: Dees – Yes; Pellandini – Yes; McFaddin – Yes; Morris – Yes; Rodriguez - Yes. **Motion was unanimously carried.**

DEPARTMENT REPORTS – None

Commissioner Dees asked about the status of Walmart. Forrest said that he was hoping for a submittal in mid June.

Meeting adjourned at 7:50 p.m.

Respectfully submitted by:
Cathy Kulm, Planning Commission Secretary

PC 4

PLANNING COMMISSION AGENDA REPORT

Meeting Date: June 14, 2012

Prepared by: Chris Erias, Senior Planner
Reviewed by: Sandra Kiriu, Principal Planner

SUBJECT CONDITIONAL USE PERMIT FOR MATERIALS RECOVERY AND RECYCLING FACILITY AT 175 ENTERPRISE COURT

RECOMMENDATION

That the Planning Commission adopt Resolution 2012-__(PC) approving the CEQA Negative Declaration and approving a Conditional Use Permit for a materials recovery and recycling facility use at 175 Enterprise Court, (California Waste Recovery Systems).

LOCATION

The project site is located within the City of Galt Light Manufacturing (LM) zoning district and industrial park. The address is 175 Enterprise Court. The Assessor's Parcel Number is 150-0110-075.

OWNER/APPLICANT Jack Fiori
California Waste Recovery Systems
PO Box 670
Woodbridge, CA 95258
209-369-3712

ZONING Light Manufacturing (LM)

GENERAL PLAN DESIGNATION Light Industrial

EXISTING USE Vacant

SURROUNDING LAND USE

North:	LM, Cardinal Glass
South:	LM, United Rotary Brush, Storer Transit System, Acorn Paper Products, Gulf Packaging and vacant warehouse space.
East:	LM, VIP Kids Club and vacant buildings
West:	The 100 foot wide Union Pacific Rail Road tracks and right-of-way, as well as the 60 foot right-of-way for McFarland Road and beyond it is a dairy farm zoned Agricultural Residential 10 (AR-10), within Sacramento County.

ENVIRONMENTAL STATUS

A Draft Initial Study/Negative Declaration (ND) was prepared for this project in accordance with the California Environmental Quality Act (CEQA) indicating that the proposed project will not have a significant effect on the environment. The ND provides a thorough description and analysis of the potential environmental effects of the project. Please see Attachment 4. The 30 day public review period for the Draft MND was advertised on May 9, 2012 and ended June 11, 2012. The City received three comment letters. The letter from Sacramento County Environmental Management Department was general in nature and did not require a response. Comment letters from Robinson Bradford LLP, Attorneys and Counselors representing the Savage Family LLC and Department of Transportation are also attached. Please see Attachment 3 (a-c). Staff is preparing responses to these letters and will discuss it further at the meeting on June 14, 2012. Staff is recommending approval of the Negative Declaration as submitted.

BACKGROUND

California Waste Recovery Systems (Cal Waste) provides residential and commercial trash collection for the City of Galt. Residential service includes a 3 cart system, a brown cart for trash, a gray cart for yard and garden waste, and a green cart for recycling. Trash and recycling collection services to commercial and industrial is provided throughout the San Joaquin and Sacramento County areas. The company offers a variety of services, bin and container sizes, to fit the needs of commercial and industrial customers.

Only household trash should be placed in the brown cart. Normal household trash would include all food waste and other non-recyclable material. The gray cart is for garden waste. It includes lawn trimmings, weeds, garden prunings, leaves, and cuttings from trees and shrubs. No food waste, tree stumps, dirt, rocks, or concrete should be placed in the gray cart. The green cart comes in the standard 64 gallon cart. Galt residents can have a second green cart at no extra cost. All recyclable material should be placed in it. This includes, tin and steel cans, colored paper and bags, newspapers, aluminum foil and trays, brown paper bags, white ledger paper, junk mail, glass bottles and jars, envelopes, shoe boxes, computer paper, chipboard boxes, aluminum cans, construction paper, plastic bottles and jugs, catalogs, corrugated cardboard, and chipboard.

The trash collected in Galt is regularly summarized in quarterly waste diversion reports. The report for the first quarter in 2012 (January 2012, February 2012, March 2012) shows the following monthly averages of trash, green waste and recyclable material collected in the City.

	Regular Trash	Green Waste	Recyclable Material
Residential	511 tons	210 tons	128 tons
Commercial/Industrial	351 tons	8 tons	32 tons

PROJECT DESCRIPTION

Cal Waste is proposing to operate a recycling processing center in an existing 97,000± square foot concrete tilt-up building on a fully developed parcel at 175 Enterprise Court. The proposed recycling processing center is estimated to receive slightly less than 100 tons per day of a single stream of commingled recyclables generated from the City of Galt and surrounding service area for Cal Waste. The recyclable materials will include newspaper, cardboard, mixed paper (junk mail, magazines, catalogs) various plastics, aluminum and bi-metal cans, and glass. Once separated by mechanical and/or manual methods, the recyclable materials will be processed and shipped to market. All materials other than glass will be baled for shipping. Market destinations will vary.

Collection trucks will enter the site via existing driveways at the southeast end of the property, please refer to

the site plan - Attachment 1. The trucks will then proceed along the east side of the building where they will be weighed at a new in-ground scale. After weighing in, the trucks will proceed to the rear of the building (north side) and enter into the building via existing at grade roll up doors. The trucks will enter a tipping area to unload the recyclable material. The recyclable material is then pushed into the conveyor system with a front loader. The recyclable material will then enter a series of conveyor systems for separating the material. After separation, each recycled item is compressed (glass not compressed) and bundled to be shipped to market. The collection trucks exit the building and site in the same manner in which they arrived. Larger commodity trucks (two) are parked in the existing depressed bay area. They are loaded with the compressed recyclable material which is then shipped to various markets. These larger vehicles enter and exit the same in the same manner as the collection trucks.

Since Cal Waste is reliant on consumers to accurately source separate the materials there can be non-recyclable waste (residual waste) included in the recycling loads that must be removed and sent to the land fill. Any residual waste will be collected daily including Friday and hauled to regional landfills such as North County Landfill in San Joaquin County and Kiefer Road Landfill in Sacramento County.

Access to and from Highway 99 by the commodity trucks will be via designated truck routes. That truck travel will typically use Industrial Drive from Enterprise Court to Amador Avenue. Trucks will then use either Carol Drive, Lincoln Way, or Simmerhorn Road to exit or enter Highway 99 depending on the route of travel. Truck routes could change in the future; for example if the City improves the Walnut Avenue Interchange or if the Simmerhorn ramps are reconfigured. Therefore Attachment 2 is only showing current route and is not intended to illustrate or limit the use of future truck routes that may be designated by the City in the future. Please see Attachment 4. All recyclable materials will be delivered in enclosed or covered trucks that deposit inside the building to avoid fugitive litter.

Construction to the site is limited to tenant improvements such as new interior offices, new truck wash area, the installation of truck scales, and fencing around the perimeter of the building. One of the depressed truck loading docks will be converted to a wash rack with required pre-treatment of the runoff before entering the storm sewer system.

As part of the proposed project, Cal Waste will be closing their Lodi offices and relocating trucks, drivers, shop employees and office staff to 175 Enterprise Court, Galt, centralizing Cal Waste's operation. Cal Waste's residential customers include Galt at 60%, Rancho Murrieta at 25% and Woodbridge at 15%. Commercial operations include the northern limits of Elk Grove the southern limits of Stockton, Sacramento / Amador and San Joaquin / Calaveras County line to the east and the Sacramento-San Joaquin / Solano County line which is the western boundary. The current practice is to deliver the recyclable material to a Sacramento or Stockton MRRF facility. These facilities are at the outer edges of the Cal Waste service territory and residents of Galt comprise over 50% of the company's residential customer base. The Galt facility will be central to the operation and is the most efficient use of Cal Waste vehicles reducing truck driving time. Not only does this benefit Cal Waste, the reduced truck travel also reduces the pollution associated with the diesel emissions from the collector and commodity trucks benefitting air quality for all.

Currently, Cal Waste has 45 employees, consisting of 25 drivers, 10 shop and 10 office staff that will be relocating to Galt. Cal Waste plans on hiring an additional 15 employees to operate the recycling processing operation. Hours of operation of the recycling system will initially be a single shift, 7:00 am to 3:00 pm. However, the shifts of the collector truck drivers are staggered to begin routes at different times. Office staff and maintenance workers have a more traditional 8:00 am to 5:00 pm work schedule. Although there is only a single shift proposed at this time, the applicant may wish to increase the recycling operation in the future and is seeking approval to operate it 24 hours a day 7 days a week similar to other uses in the Industrial Park.

Parking Analysis

The site is adequately parked for the proposed use. The site is providing 92 on-site automobile parking spaces (including reciprocal access and parking agreements with the property to the south) which can easily accommodate the proposed use and the other tenants, State of California Storage Site and Nor Cal Beverage Equipment Repair and Storage Site. In addition, the site will accommodate parking for 30 collector trucks (separate from the 92 auto parking).

The site was initially parked for industrial storage and warehousing. Per Table 18.36-2, Required Parking Spaces, of the Galt Municipal Code (GMC) it is parked at a ratio of 1 off street parking space for each 3,000 square feet of gross floor area plus one per employee during maximum shift. As a result, the site was designed and constructed with 117 parking spaces plus 20 available spaces via agreement with the property to the south. According to the GMC Table 18.36-2 the parking requirement for a recycling center is to be determined during site plan review.

Staff evaluated the parking for the proposed project and determined that it meets and exceeds the needs for the proposed use without having an adverse impact on neighboring uses. The proposed use is anticipated to have 60 employees. The 92 spaces is more than adequate to provide a space for each of these employees as well as the others in the site.

Land Use Compatibility

This property is zoned Light Manufacturing (LM) and has a General Plan land use designation of Light Industrial. The proposed project meets the Galt Municipal Code definition of a Recycling Processing Center which is a permitted use in the LM zoning district. However, Cal Waste applied for Materials Recovery and Recycling Facility (MRRF) Conditional Use Permit (CUP) from the City of Galt in an attempt to align most closely with the Solid Waste Facility Permit for a Medium Volume Transfer/Processing Facility from the State of California. The proposed recycling center falls under this State licensing requirement since the collected recycling material may contain over 10% residual solid waste material. The State does not regulate recycling facilities that generate less than 10% residual waste. The key distinction between the two is that a transfer station receives all waste whereas the MRRF receives source separated recycling materials, which may contain more than 10% residual solid waste.

The project Negative Declaration evaluated the operation at 150 tons of recycling material per day which was estimated to produce between 15-25% residual waste. The State permit will limit Cal Waste to receive less than 100 tons of waste per day. As a result, the anticipated amount of residual waste would drop accordingly to an estimated 10-20%. If the proposed recycling facility receives more than 100 tons of waste per day it would be required to submit for a full solid waste facility permit from the State. It should be noted that despite the difference in definitions, the City of Galt CUP will be the most restrictive. The CUP application is for a materials recovery and recycling facility (MRRF) and not a waste transfer station. If Cal Waste wishes to operate a full transfer station it will be required to apply for a new Conditional Use Permit (CUP) to operate it. A transfer station CUP will require separate CEQA environmental review, additional public review period and a separate public hearing process.

The proposed MRRF is compatible with the other nearby light industrial uses. They include, Cardinal Glass, United Rotary Brush, Storer Transit System, Acorn Paper Products, and Gulf Packaging. Cardinal Glass operates a 24 hour full scale window/glass manufacturing processing center. It operates multiple assembly line shifts with a maximum of 60 employees per shift and employs up to 130 during peak production times. The proposed MRRF will operate a similar production line facility. However, the MRRF operates at a smaller scale

compared with Cardinal Glass. The proposed MRRF will employ 15 single shift production workers as compared to Cardinal Glass' 60 production workers. In addition, Cardinal Glass operates its production operation in a 234,312 square foot facility, whereas the proposed MRRF plans to conduct its operation in 58,094. United Rotary Brush manufactures industrial grade brushes and brooms for street sweepers and runway sweeping. It too is a manufacturing operation similar to that of the proposed MMRF. Storer Transit Systems runs bus system operations in a nearby suite in the industrial zone. It stores its fleet on the site similar to the proposed storage of collector trucks. The storage, and coming and going, of the buses is consistent with an industrial park and has not proven to be a nuisance nor does it interfere with other uses. In addition, the similar production facilities have not proven to be a nuisance to nearby uses.

Since the proposed Cal Waste operation is taking place in a fully enclosed building, noise and odors will not impact surrounding uses. Entry into the facility by the collector trucks will be at the north side, or rear of the building, facing Cardinal Glass. The parking lot for 175 Enterprise Court, landscape strip, drainage ditch, another landscape strip, Cardinal Glass private driveway, additional landscape strip, Cardinal Glass parking lot, and another landscape strip separate the MRRF operating doors from the nearest building, which is the Cardinal Glass operation. All other sides of the building are fully enclosed which will contain any impacts associated with the use.

Utilities

The property is served by public water, sewer and storm drain. The applicant is moving into an existing building in a fully developed site. Capacity currently exists in the utility systems to serve this project. The project has been conditioned so that truck and container wash down areas must pre-treat runoff before it enters the stormdrain.

Traffic

As mentioned previously the collector trucks work a staggered schedule. Cal Waste trucks leave the facility at 4:30, 5:30 and 6:00 AM to start both their commercial and residential routes. Typically, trucks servicing commercial establishments start at 4:30 am and are completed between 10:30 am and 12:00 noon. Trucks servicing residential routes start at either 5:30 or 6:00 AM and are usually done between 12:30 pm and 2:30 pm. Both shop and office staff start times range from 6:00 am to 9:30 am. The staggering of the truck start times and of staff start times minimizes peak hour traffic in the morning and afternoon.

Recycling collector trucks work their assigned routes until full. They will then proceed to the Enterprise Court MRRF to unload their recyclable material, and then return to complete the assigned route until finished. The recyclable material will be sorted, compacted and loaded onto an 18 wheel enclosed truck, and transported to market destinations.

A recycling processing center is a permitted use in the LM zone, and industrial type traffic impacts were evaluated as part of the 2030 General Plan and the 2009 Traffic Capital Improvement Program (TCIP).

Non-Disposal Facility Element

All cities and counties in the State of California are required to prepare a Non-Disposal Facility Element (NDFE) identifying all existing and proposed non-disposal facilities to be used by that jurisdiction to assist in reaching mandated waste diversion levels (Assembly Bill 939). The City of Galt approved its original NDFE on September 6, 1994 and it was last amended on July 6, 2004 (Resolution 2004-78).

The City is currently revising the NDFE to update the status of all previously operating and proposed facilities that were included in the 2004 Amendment in addition to describing the proposed new recyclables processing

facility. The revised NDFE will include the proposed Cal Waste Materials Recovery and Recycling Facility if adopted. Adoption of the revised or updated NDFE would be scheduled for City Council on July 3, 2012.

FINDINGS

Pursuant to Municipal Code Section 18.80.030, the Planning Commission may approve or conditionally approve an application for a Use Permit if it finds all of the following:

FINDING: The proposed use is consistent with the goals and policies of the General Plan.

DISCUSSION: The proposed MRRF use is consistent with the General Plan. It does not conflict with any goals and policies of the General Plan. Permitting the MRRF use into the proposed location is an efficient use of existing infrastructure consistent with the Public Facilities and Service Element PFS-1.2, as the proposed project location is in an existing facility.

The project also helps the City meet Goal PFS-5 of the General Plan, "To ensure the safe and efficient disposal and recycling of solid waste generated in Galt." The addition of new, modern MRRF facility will ensure that the recycling material generated in Galt will have safe and efficient means of transport and processing. Currently, all recycling material generated in Galt is either transported to Stockton or Sacramento for processing. A Galt facility will reduce the vehicle miles for the collector trucks and transport vehicles which provides a more efficient and safe operation.

The project furthers Goal PFS-2 of the General Plan, "The City shall promote maximum use of solid waste reduction, composting, and environmentally-safe transformation of wastes." The addition of a new, modern MRRF facility will provide a recycling facility which helps meet this goal.

The project also helps the City meet Goal PFS-4 of the General Plan, "The City shall encourage recycling in public and private operations to reduce demand for solid waste." The addition of a new, modern MRRF facility will provide a recycling facility that helps encourage recycling.

The proposed MRRF is also consistent with the 2030 General Plan Goal ED-3, which states, "Promote the development of an industrial and office base that ties into regional opportunities, diversifies the existing business base in Galt, and promotes a jobs-housing balance of 1.1." The addition of the MRRF will relocate 45 jobs to Galt and will create 15 new jobs. The MRRF will have a total of 60 jobs that support Goal ED-3 and help meet the desired jobs to housing ratio. The current jobs - housing ratio is 0.48:1, or .48 jobs per household. Therefore, the project will increase jobs and help balance that ratio.

The project also helps the City meet Goal ED 3.6 of the General Plan, "The City should encourage businesses to locate in the community that offer good working environments for employees, livable wages and benefits, and are in good standing with the Better Business Bureau." All jobs in the proposed recycling facility will pay a living wage with benefits. The minimum hourly wage of an assembly line worker is about $12.00 per hour. The salaries of the workers in the facility vary. All jobs come with health and retirement benefits. Cal Waste is in good standing with the Better Business Bureau.

The proposed project also furthers attainment of Policy LU-8.3: Encouraging New Industries. It states, "The City should actively seek new industries that have minimal adverse environmental effects, create local jobs, and broaden the City's revenue base…" Per the CEQA Initial Study/Negative Declaration, the proposed project will have no significant effect on the environment. And, as stated previously, it will bring 60 jobs to the City of Galt.

FINDING: The proposed use is consistent with the purpose of the applicable zoning district or districts.

DISCUSSION: The proposed MRRF site is located within the Light Manufacturing (LM) zoning district, which provides a working environment for industrial uses likely to have limited impacts on neighboring uses. The project Initial Study/Negative Declaration identified no significant impacts associated with the proposed use. A recycling center is a permitted use in the LM zone and a MRRF is conditionally permitted in the district. The purpose of a CUP is to establish procedures and standards for the review and approval of use permits by the Planning Commission so as to insure the proper integration of uses which, because of their special nature, may be suitable only in certain locations and provided such uses are arranged or operated in a particular manner. The proposed MRRF is not unlike the other uses in the industrial park. It will operate in a fully enclosed building similar to those in the immediate vicinity. These uses are discussed in the Land Use Compatibility section of this report.

FINDING: The proposed use is listed as a use subject to a use permit in the applicable zoning district or districts or a determination of similar use has been made in accordance with the procedures set forth in Chapter 18.72 of this title.

DISCUSSION: This site is located within the Light Manufacturing (LM) zoning district and requires a Conditional Use Permit pursuant to Zoning Code Table 18.16-1, Materials Recovery and Recycling Facility. The applicant has complied with all application requirements and the matter has been scheduled for public hearing in accordance with Chapters 18.80 and 18.52 of the Galt Municipal Code.

FINDING: The proposed use meets the minimum requirements of this title applicable to the use and complies with all other applicable laws, ordinances, and regulations of the City and the State of California.

DISCUSSION: The applicant has submitted an application for a use permit for the MRRF in accordance with the City's procedures set forth in Subsections 18.52.050 A 1 (c), Review by the Planning Commission, and 18.52.070, Public Hearings and Notices and 18.80.020A. In addition, the applicant shall obtain a Solid Waste Facility Permit for a Medium Volume Transfer/Processing Facility from the Sacramento County Environmental Management Department who is the LEA (local enforcement agency) for the State of California Department of Resources Recycling and Recovery (CalRecycle). The proposed recycling center falls under this State licensing requirement since the collected recycling material may contain over 10% residual solid waste material. The State does not regulate recycling facilities that generate less than 10% residual waste. The project Negative Declaration evaluated the operation at 150 tons of recycling material per day which was estimated to produce between 15-25% residual waste. The State permit will limit Cal Waste to receive less than 100 tons of waste per day. As a result, the anticipated amount of residual waste would drop accordingly to an estimated 10-20%. If the proposed recycling facility receives more than 100 tons of waste per day it would be required to submit for a full solid waste facility permit from the State. The applicant will also obtain building permits for tenant improvements. Therefore, it meets the minimum requirements of this title and shall meet all other applicable laws, ordinances, and regulations of the City and the State of California in order to operate.

FINDING: The proposed use will not be materially detrimental to the health, safety, or welfare of the public or to property and residents in the vicinity.

DISCUSSION: The CEQA Initial Study/Negative Declaration showed that impacts associated with the proposed use were less than significant. Noise, dust and odors will be contained inside the structure. Incidental residual waste will be hauled offsite within 24 hours. All trucks carrying recyclable materials are covered to avoid fugitive litter and traffic associated with the use will be accommodated without adversely affecting the general public or property and residents in the vicinity. Therefore, the proposed MRRF use will not be materially detrimental to the health, safety, or welfare of the public or to property and residents in the vicinity.

FINDING: The proposed use is suitable for the site and is compatible with neighboring uses.

DISCUSSION: General Plan Policy LU-8.2 states that the City shall require light industrial uses to locate within the existing Galt Industrial Park until suitable sites are no longer available. The intent was primarily to ensure separation of incompatible uses by clearly delineating concentrated areas of industrial use. The key advantage to a single industrial area is a reduction in land use conflicts. The proposed MRRF site is located within an existing industrial building within the Galt Industrial Park. The building was constructed for a light industrial type use like the one proposed. No new construction is proposed for the site. The project site is bound by industrially zoned land on three sides and is adjacent to railroad right-of-way, McFarland Road right-of-way and rural residential land on the fourth side. The CEQA Initial Study/Negative Declaration addresses all the land use compatibility issues and determined the project had no significant impact on neighboring uses.

The proposed MRRF is compatible with the other nearby light industrial uses as described in the staff report. They include, Cardinal Glass, United Rotary Brush, Storer Transit System, Acorn Paper Products, and Gulf Packaging.

Since the proposed Cal Waste operation is taking place in a fully enclosed building, noise and odors will not impact surrounding uses. Entry into the facility by the collector trucks will be at the north side, or rear of the building, facing Cardinal Glass with a large distance of approximately 400 feet. All other sides of building are fully enclosed which will contain any impacts associated with the use, thereby protecting them from any possible harm. Consequently, the proposed use is suitable for the site and is compatible with neighboring uses.

ATTACHMENTS

Resolution 2012-__(PC)
Exhibit A - Conditional Use Permit Conditions

Attachment 1: Site Plan
Attachment 2: Truck Route
Attachment 3 (a-c): Comment Letters to Negative Declaration
Attachment 4: Negative Declaration

PL0598 K

RESOLUTION NO. 2012-___ (PC)

**RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF GALT, CALIFORNIA,
ADOPTING A NEGATIVE DECLARATION (SCH# 2012052026)
IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
AND MAKING FINDINGS FOR APPROVAL OF A CONDITIONAL USE PERMIT FOR
A MATERIALS RECOVERY AND RECYCLING FACILITY
AT 175 ENTERPRISE COURT**

WHEREAS, California Waste Recovery Systems (Cal Waste) has requested a Conditional Use Permit (CUP) to operate a Materials Recovery and Recycling Facility (MRRF) at 175 Enterprise Court; and

WHEREAS, the subject site is in the Light Industrial General Plan land use designation and Light Manufacturing zoning district; and

WHEREAS, a MRRF is a conditionally permitted use in the Light Manufacturing (LM) zoning district; and

WHEREAS, an Initial Study/Negative Declaration (SCH# 2012052026) was prepared for this project in accordance with the requirements of the California Environmental Quality Act, CEQA Guidelines Section 15070 (a), and was available for a 30 day public review period from May 9, 2012 to June 11, 2012; and

WHEREAS, the City received comment letters on the Initial Study/Negative Declaration from Sacramento County Environmental Management Department, Robinson Bradford LLP, Attorneys and Counselors representing the Savage Family LLC, and California Department of Transportation (Caltrans); and

WHEREAS, the Planning Commission of the City of Galt held a duly noticed public hearing on June 14, 2012 and considered the adoption of the Negative Declaration as well as approval of the Conditional Use Permit application and;

WHEREAS, the Planning Commission, using their independent judgment, reviewed the Initial Study/Negative Declaration, the comment letters on the environmental analysis, and all public testimony concerning the Initial Study/Negative Declaration and also considered all evidence in the record related to the proposed Conditional Use Permit Project including the staff report, public testimony, and all evidence presented both orally and in writing.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Galt, California hereby adopts the Initial Study/Negative Declaration for the project after due consideration and further approves the Conditional Use Permit for a Materials Recovery and Recycling Facility located at 175 Enterprise Court, subject to the conditions set forth in Exhibit A, and makes the following findings:

A. The Planning Commission finds, on the basis of the whole record before it, including the initial study and all comments received, that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration reflects the lead agency's independent judgment and analysis.

B. The Planning Commission finds that there are no new significant impacts or significant new information raised in the public comments that would require recirculation of the Negative Declaration pursuant to the California Environmental Quality Act Guidelines, Section 15073.5.

C. The Planning Commission, at the public hearing on June 14, 2012, reviewed the Conditional Use Permit application and all evidence in the record related to the proposed project including the staff report, public testimony, and all evidence presented both orally and in writing.

D. The Planning Commission finds that the project is consistent with the goals and policies of the General Plan.

E. The Planning Commission has determined that the project is consistent with the purpose of the LM zoning district.

F. The Planning Commission has determined that the project is listed as a use subject to a conditional use permit in the LM zoning district.

G. The Planning Commission has determined that the project will not be materially detrimental to the health, safety, or welfare of the public or to property and residents in the vicinity.

H. The Planning Commission has determined that the project is suitable for the site and is compatible with neighboring uses.

I. The Planning Commission has determined that the project meets the minimum requirements of this title applicable to the use and complies with all other applicable laws, ordinances, and regulations of the City and the State of California.

J. The Galt City Clerk's Office at 380 Civic Drive in Galt, CA 95632 is the custodian of all project materials, including the Initial Study/Negative Declaration and comment letters which hereby constitute the record of proceedings upon which the Planning Commission's decision is based.

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 June, 2012 upon motion by Commissioner _____ seconded by Commissioner _____, by the following vote, to wit:

AYES: Commissioners:
NOES: Commissioners:
ABSTAIN: Commissioners:
ABSENT: Commissioners:

_____
Planning Commission Chair, City of Galt

ATTEST:

_____
Planning Commission Secretary, City of Galt

Exhibit A to Resolution 2012-___(PC)
Materials Recovery and Recycling Facility
Located at 175 Enterprise Court
Conditional Use Permit
June 14, 2012

1. Approval of this Conditional Use Permit is for the operation of a Materials Recovery and Recycling Facility Use located at 175 Enterprise Court, as generally described in the Planning Commission staff report (dated 6-14-12). Said use permit will run with the land. Specific approved components include a recycling processing operation, maintenance/repair/truck wash area, collector and transport truck parking, and dispatch and administrative offices.

2. The development for which this use permit has been granted must commence and be diligently pursued within one (1) year of the approval of the use permit. If the development has not commenced or been diligently pursued to completion within one (1) year, the approval shall automatically expire. Prior to the expiration of the permit, the applicant may apply for a single one (1) year extension.

3. The applicant shall comply with all applicable state and local laws, rules, ordinances and regulations during the construction and operation of the facility. All building permits must be finaled by the City before occupancy.

4. Noncompliance with the conditions of approval may result in the revocation of the use permit as provided in Section 18.52.080 of the Galt Municipal Code.

5. All transport trucks shall be restricted to the designated truck routes established by the City. All loads must be covered as required by law to prevent fugitive litter.

6. The truck washdown areas shall include a City approved treatment solution for the wash water before entering the stormdrain system. All washdown areas must be installed and working before commencing operation.

7. Vehicle and equipment repair and maintenance shall only occur within the existing structure.

8. Operator shall obtain a Medium Volume Transfer/Processing Facility Permit or alternate permit authorizing the proposed activity from the Sacramento County Environmental Management Department (acting as LEA for the State) and provide the City a copy as evidence of compliance prior to commencement of operations at the site.

9. No outdoor intercom / speaker system shall be installed or operated on the property. The facility shall comply with the City of Galt Municipal Code, Chapter 8.40 Exterior Noise Standards.

10. Any changes to outdoor lighting must meet the approval of the Planning Department.

11. The City shall have the right to inspect all of the facility at any reasonable time and shall have the right to review all records relating to tonnage and materials transferred through the site.

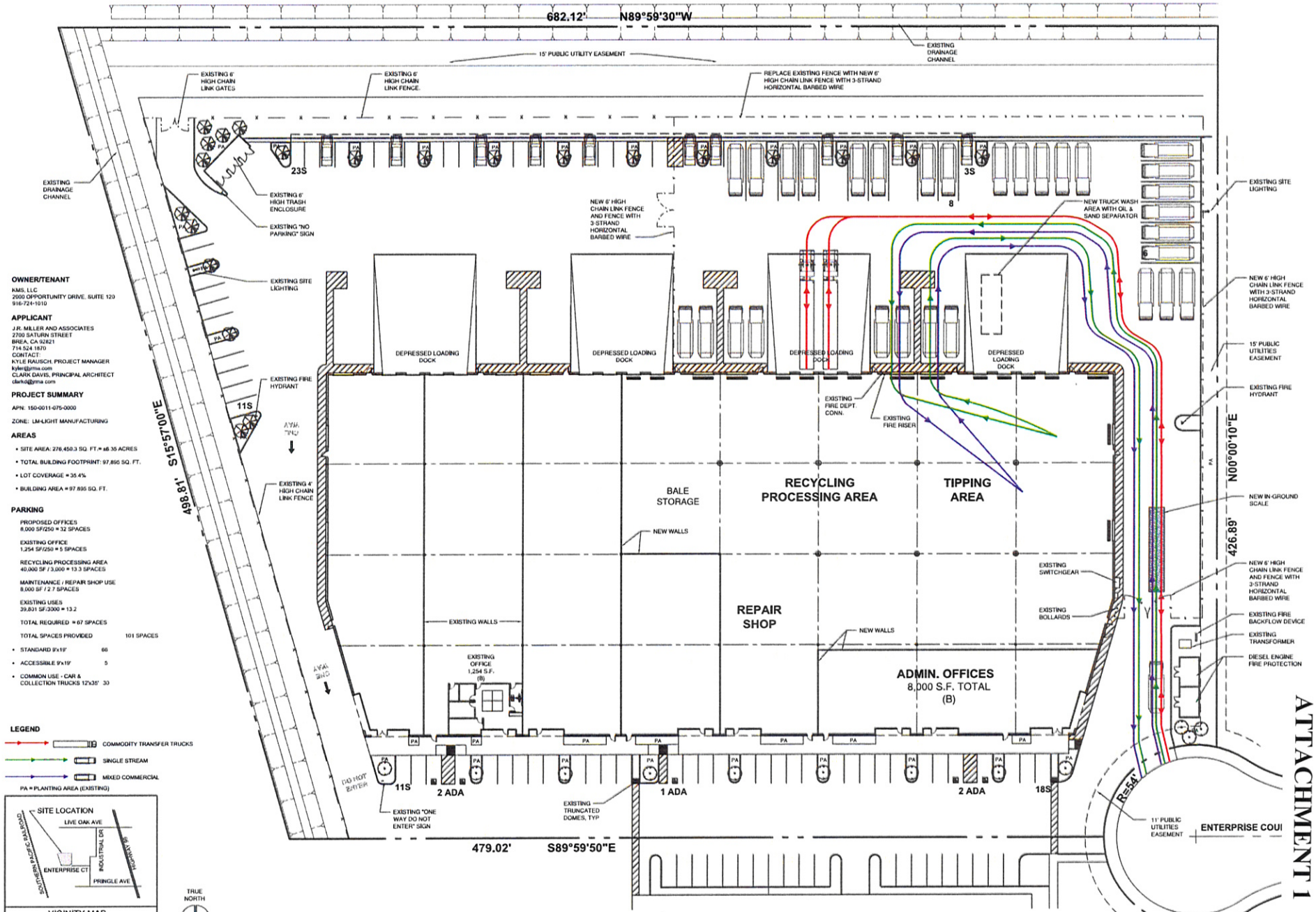
12. The materials recovery and recycling facility shall be operated in accordance with sound operating practices and shall receive and process municipal recycled materials in accordance with applicable law and regulation including, without limitation, all environmental laws and

regulations, and the facility's permit and conditional use permit conditions. The facility shall be operated with sufficient trained staff and shall develop and maintain safety, hazardous waste exclusion, and other programs, rules and standards consistent with sound operating practice for similar facilities.

13. Operator shall maintain all of its property, facilities, and equipment associated with the transfer station in a safe, neat, clean, and operable condition at all times.

14. The Materials Recovery and Recycling Facility shall be operated so that there is no queuing of vehicles on City streets without prior City approval for a special event or similar circumstance.

15. The hours of operation for the materials recovery and recycling facility are 24 hours per day, 7 days a week.



OWNER/TENANT

KMS, LLC
2000 OPPORTUNITY DRIVE, SUITE 120
916-724-1010

APPLICANT

J.R. MILLER AND ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714.524.1870
CONTACT:
KYLE RAUSCH, PROJECT MANAGER
kyler@jrma.com
CLARK DAVIS, PRINCIPAL ARCHITECT
clarkd@jrma.com

PROJECT SUMMARY

APN: 150-0011-075-0000

ZONE: LM-LIGHT MANUFACTURING

AREAS

- SITE AREA: 276,450.3 SQ. FT.= ±6.35 ACRES
- TOTAL BUILDING FOOTPRINT: 97,895 SQ. FT.
- LOT COVERAGE = 35.4%
- BUILDING AREA = 97,895 SQ. FT.

PARKING

PROPOSED OFFICES
8,000 SF/250 = 32 SPACES

EXISTING OFFICE
1,254 SF/250 = 5 SPACES

RECYCLING PROCESSING AREA
40,000 SF / 3,000 = 13.3 SPACES

MAINTENANCE / REPAIR SHOP USE
8,000 SF / 2.7 SPACES

EXISTING USES
39,801 SF/3000 = 13.2

TOTAL REQUIRED = 67 SPACES

TOTAL SPACES PROVIDED 101 SPACES

- STANDARD 9'x19' 66
- ACCESSIBLE 9'x19' 5
- COMMON USE - CAR & COLLECTION TRUCKS 12'x35' 30

LEGEND

COMMODITY TRANSFER TRUCKS
SINGLE STREAM
MIXED COMMERCIAL
PA = PLANTING AREA (EXISTING)

TRUE NORTH

SCALE: 1"=20'-0"

GALT RECYCLING PROCESSING CENTER

SITE PLAN-OPTION C
MARCH 12, 201

ARCHITECTS ENGINEERS PLANNERS JOB #4451 CALIFORNIA WASTE RECOVERY SYSTEMS

175 ENTERPRISE CT. GALT, CA

ATTACHMENT 1

ATTACHMENT 2

Figure 4.11-1. TRUCK ROUTES FOR NOISE ANALYSIS

City of Galt
CWRS Permanent Transfer Station
JRMA

JUNE 2012

Countywide Services Agency

Environmental Management Department

Environmental Compliance Division
Elise Rothschild, Chief

Bradley J. Hudson, County Executive
Bruce Wagstaff, Chief Deputy County Executive
Val F. Siebal, Department Director

County of Sacramento

June 6, 2012

Chris Erias
Galt Planning Department
495 Industrial Drive
Galt, CA 95632

Dear Mr. Erias:

SUBJECT: REVIEW OF THE INITIAL STUDY AND NEGATIVE DECLARATION FOR THE PROPOSED TRANSFER/PROCESSING FACILITY AT 175 ENTERPRISE COURT GALT, CA 95632

The Sacramento County Environmental Management Department's (EMD) Local Enforcement Agency (LEA) staff have reviewed the Initial Study and Negative Declaration (Neg Dec) for the proposed transfer/processing facility at 175 Enterprise Court in Galt. EMD acts as the LEA for the California Department of Resources, Recycling, and Recovery (CalRecycle) within the Cities and County of Sacramento and has authority and responsibility for regulatory oversight of solid waste handling and disposal sites.

The applicant, California Waste Recovery Systems (Cal Waste), has indicated that they will initially seek a registration tier solid waste facility permit (SWFP), which is a non-discretionary solid waste permit. However, should the facility seek a full solid waste permit in the future, the Neg Dec may be used by the LEA to make its determination on the issuance of the SWFP and any limitations or mitigation measures identified in the final CEQA document may become conditions in the SWFP.

The LEA's comments on the Neg Dec are as follows:

1) The Neg Dec states that the facility would accept 150 tons of waste per day (tpd) and that the maximum number of vehicle trips as 226. Please be advised that if Cal Waste applies for a full SWFP, the facility will be limited to the tonnage and number of vehicle trips identified in their CEQA document. If the applicant wishes to accept more than 150 tpd or allow more than 226 vehicle trips, the LEA may require additional CEQA analysis.

2) Please be advised that the LEA enforces the State Minimum Standards at Transfer/Processing Facilities, pursuant to Title 14 of the California Code of Regulations. The State Minimum Standards include provisions for hazardous

materials load checking, noise and litter control, and the prevention of nuisance conditions, including odors, dust, and vectors. In the event that the facility applies for a full SWFP, the LEA may impose additional restrictions and requirements on the facility to meet the State Minimum Standards, despite the Neg Dec's finding of less than significant impacts.

Thank you for the opportunity to comment on the Neg Dec for Cal Waste's proposed transfer/processing facility. If you have any questions or concerns, please contact me at (916) 875-8468 or GibsonLea@saccounty.net.

Regards,

Lea Gibson
Environmental Specialist, Local Enforcement Agency

LG:se

c: Jack Fiori, Cal Waste
Nevin Yeates, Cal Recycle

W:\DATA\GIBSON_LEA\SOLID WASTE\FACILITIES\GALT TRANSFER STATION\NEGDECCOMMENTS.DOCX

DEPARTMENT OF TRANSPORTATION
DISTRICT 3—SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, SUITE 150
PHONE (916) 274-0635
FAX (916) 274-0602
TTY 711
www.dot.ca.gov

ATTACHMENT 3b

Flex your power!
Be energy efficient!

June 8, 2012

0312-SAC0029
03-SAC-99 PM 1.9
California Waste Recovery Systems (Cal Waste) Recycling Processing Center
Initial Study and Negative Declaration

Mr. Chris Erias
Senior Planner
City of Galt Planning Department
495 Industrial Drive
Galt, CA 95632

Dear Mr. Erias,

Thank you for the opportunity to review and comment on the Initial Study and Negative Declaration (IS/ND) for the Cal Waste Recycling Processing Center. The Cal Waste Recycling Center Project (project) will be located in the Galt Industrial Park within an existing 97,000 sq. ft. building. Recyclable materials will be separated, processed and shipped to market and residual waste will be hauled to regional landfills such as North County Landfill in San Joaquin County and Kiefer Road Landfill in Sacramento County. State Route (SR) 99 will be accessed by using designated truck routes and will be directed to avoid using Pringle Avenue. The proposed recycling facility is estimated to generate 80-100 collection truck trips per day, 120 employee vehicle trips per day, and 4-6 40' flatbed and panel trailer truck trips per day. Our comments are as follows:

- On April 6, 2012, we submitted comments on an Initial Consultation for this project requesting further study of potential traffic impacts to the State Highway System (SHS). We received a letter from the City, dated May 2, 2012, providing additional details about the project and stated that the project will result in a net reduction of regional vehicle miles traveled (VMT). While the project may result in a reduction of VMT, the project will generate traffic that does not currently exist at this location. The IS/ND does not adequately address potential impacts from the project to SR 99. Further analysis is needed to ensure that project traffic will not result in safety or operational impacts to the SHS mainline, interchange(s), and ramps. For example, when vehicles queuing on a freeway off-ramp exceed the ramp storage capacity, vehicles will begin to queue onto the free-flow (high-speed) freeway mainline, creating a potential safety issue.
- We request project trip generation and distribution tables/figures be prepared and provided to us indicating the percentage of project traffic anticipated to use SHS facilities. Trip generation rates, distribution, and assignment for both the AM and PM peak hours should be provided. A description of the methodology used to determine the

trip distribution (travel demand model select-zone; employee home-work survey, etc) should also be included. The analysis should include, at a minimum, the mainline and interchanges on SR 99 between Twin Cities Road and Liberty Road.

- If the preliminary analysis indicates the peak hour trip threshold is met, we request preparation of a Traffic Impact Study (TIS) in accordance with the Caltrans "Guide for the Preparation of Traffic Impact Studies." Criteria for Trip Generation Thresholds and a copy of the TIS preparation guide can be downloaded at the following web address: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf
- We would appreciate the opportunity to review the methodology of the proposed peak hour project trip generation and trip distribution.

If you have any questions regarding these comments, please contact Laura Pennebaker, South Sacramento County Intergovernmental Review Coordinator, at (916) 274-0679 or via email at laura_pennebaker@dot.ca.gov.

Sincerely,

Eric Fredericks

Eric Fredericks, Chief
Office of Transportation Planning—South

ROBINSON BRADFORD LLP
Attorneys and Counselors

3255 W. March Lane, Suite 230
Stockton, CA 95219
Tel: (209) 954-9001
Fax: (209) 954-9091

ATTACHMENT 3c

June 8, 2012

VIA UPS Next Day Air and Email to cerias@ci.galt.ca.us

Chris Erias, Senior Planner
Galt Planning Department
495 Industrial Drive
Galt, California 95632

*Re: Application for Conditional Use Permit and Initial Study and Draft Mitigated Negative Declaration ("**MND**") for Materials Recovery and Recycling Facility to Locate at 175 Enterprise Court in the Galt Industrial Park; California Waste Recovery Systems ("**CalWaste**") Waste Recovery and Recycling Processing Center (the "**Project**")*

Dear Mr. Erias:

The following comments are submitted on behalf of our client Savage Family LLC, a Kansas limited liability company ("**Savage**") relative to the above-referenced Application for Conditional Use Permit and MND prepared by the City of Galt in the course of CalWaste's efforts to obtain approval of the Project.

Introduction:

Savage is the fee-owner of the property located directly south of the proposed Project site, and is referenced on Page 8 of the MND.

It is our general view an Environmental Impact Report ("**EIR**") under the California Environmental Quality Act ("**CEQA**") must be completed relative to approval of the Project, and thus the full extent of the Project's environmental impacts have not been effectively studied by the City of Galt. With so much information and data not yet collected or analyzed, the City of Galt has not complied with the procedural requirements mandated under CEQA, including, without limitation, preparing an EIR for public comment.

More specifically, we believe the City of Galt has not fully studied or adequately considered the noise, objectionable odors, and traffic the Project will most certainly generate, thereby adversely affecting the current and future property owners and users in and around the Galt Industrial Park.

Noise:

In our opinion, the MND failed to adequately determine or mitigate the Project's potential noise-related impacts. According to the MND, it is anticipated traffic noise along Industrial Drive, north of Elm Avenue, will increase more than 3 dBa as a result of the Project. Per the MND, the 2030 Galt General Plan EIR provides that a 3 dBa or greater increase due to a project is considered significant. By admission of the MND, it is expected the Project will result in such an increase; however, the MND dismisses it as "insignificant" because noise levels are expected not to exceed 75 dBa, thus allowing a determination of significant only if the increase is anticipated to be more than 5 dBa. Nothing in the MND suggests the predicted noise levels therein anticipated are based on noise emissions from the unique vehicles expected to operate in and around the Project site. In other words, the MND predicts up to 100 thirty and thirty-eight cubic yard side- and front-load packer and roll-off trucks will enter and exit the Project site each day, every day of the year; and in addition, up to 6 forty-foot garbage trucks will daily roll in and out of the Project site for the hauling of waste materials to local landfills. The MND suggests noise levels will increase by insignificant amounts, but it does not indicate whether that optimistic prediction is based on extrapolation of noise emissions from the unique and specific large industrial trucks described above, or a more general sampling.

Further, to predict noise levels at the Project site, the MND relies on decibel readings produced by allegedly similar activities at the (i) Salinas Disposal Transfer Station and Recycling Center, and (ii) the Sacramento Recycling and Transfer Station. The MND recites maximum dBa levels of 71 at 200 feet at the Salinas facility, and 77 at 100 feet at the Sacramento facility. Savage's current tenant, United Rotary Brush, and CalWaste's proposed facility will share a common property line and driveway; the front door of United Rotary Brush will be less than 75 feet from CalWaste's facility. The MND recites—per the City of Galt Noise Element—that 70 dBa is the upper limit of allowable noise level within industrial or commercial projects, but then determines the projected noise levels of the Project based on the Salinas and Sacramento models are acceptable as the nearest residential property line is 600 feet from the Project site. Such analysis fails to consider noise impacts to Savage and the other land owners and users within the Galt Industrial Park.

Objectionable Odors:

The MND includes a scant analysis of the Project's anticipated production of objectionable odors. Much of the MND's finding of "less-than-significant impact" relative to this criterion is based on the false assumption that few "sensitive receptors" (i.e., people) occupy space in proximity to the Project site. Often, the MND cites to the fact the nearest residence is a quarter-mile from the Project. Regardless of whether this measurement is true, the MND does not address the issue of "sensitive receptors" occupying *adjacent* parcels. Savage's tenant, United Rotary Brush, employs more than a dozen people; surrounding businesses employ dozens

more people. In addition, the MND on page 8 identifies a church and a children's activity day-use center among the nearby land uses. The daily truck traffic will pass directly in front of the church as well as the VIP Kids Club and A Magical Place Entertainment. Undoubtedly the health, safety and welfare of workers, parishioners, and children adjacent to the Project site must too be considered. Odors from idling diesel trucks, and rotting waste within the recycled materials, may have considerable impact on these individuals. The MND utterly fails to consider this issue.

Further, the amount of waste and non-recyclable garbage expected to be processed at the Project site will not—even by the admission of the MND—be insignificant. The MND anticipates 15 to 25 percent of the 150 tons of material expected to be processed each day at the Project will consist of residual waste (i.e., garbage) Thus, it is expected that the Project will receive, process, and dispose of 22.5 to 37.5 tons of garbage each day, every day, 365 days per year. In the summer months, when daytime high temperatures average over 90 degrees and often over 100 degrees for multiple consecutive days, the MND's determination that the Project will result in a "less-than-significant impact" for noxious odors defies common experience.

Traffic:

The MND determines the Project will result in either "no impact" or "less-than-significant impact" for each of the criteria listed under its "Transportation/Traffic" Section. Savage disputes these determinations.

As an initial matter, the MND finds the Project will generate a maximum of 226 trips per day, allegedly well within the parameters of applicable requirements. It should be noted that 100 of those trips will consist of large packer and roll-off trucks completing collection routes, and that each such a "trip" must be considered much more intensive than merely an employee driving from his or her residence to the Project site. Also, the MND fails to include among the traffic impacts the trips of vendors, service providers, package delivery companies, government officials, repair and maintenance specialists, etc., etc., etc. that in the normal course of business will likely frequent the Project.

Most importantly, while the MND discusses to an extent the impacts of the Project to *regional* traffic flows, it completely fails to consider the Project's effects ***on area properties and businesses***. Savage's property and the Project site are located at the end of Enterprise Court. That means Savage's tenants and other Enterprise Court landowners, businesses, and their customers and employees, will be competing with no less than CalWaste's 226 daily trips by large industrial garbage trucks and other vehicles. The safety issues this presents are obvious, yet unaddressed by the MND. Among them: an evaluation of cargo spills; the increased potential for pavement and base section break-down by heavy trucks; and the confluence of heavy truck and passenger cars at common intersections, points of egress and ingress, and other areas within the Galt Industrial Park.

Conditions:

As recognized in the MND, the proposed Project site is a materials recovery and recycling facility to be located in an Industrial area designated for Light Manufacturing. Per the City of Galt Municipal Code, Section 18.16.030(A), uses indicated by the letter "C" on Table 18.16-1 indicate such uses are permitted subject to approval of a conditional use permit. According to Table 18.16-1, a materials recovery and recycling facility is a permitted use designated by the letter "C", meaning CalWaste must apply for and receive a conditional use permit from the City of Galt for the Project.

To the extent the City of Galt approves the Project, despite the MND's deficiencies, Savage respectfully insists that the Conditional Use Permit if granted, include clear, measurable, and enforceable conditions regulating the operations at the Project, consistent with the limitations specified in the MND and the City of Galt Municipal Code. Among the conditions Savage requests the City of Galt to include:

- All loads entering and exiting the Project site shall be covered.
- All material loading, unloading, and processing shall be conducted inside the Project building(s).
- Daily, CalWaste shall be required to pick-up litter on the streets and sidewalks within the Galt Industrial Park along the routes used by CalWaste's trucks.
- CalWaste shall be required to pick-up litter resulting from its operations on the property of adjacent owners.
- CalWaste shall remove all residual waste from the Project site to a lawful landfill within twenty-four hours of the entrance of such material into the Project site. The imposition of this condition will mitigate the issue of objectionable odor, and also imposes a sanitation element missing from the MND.
- CalWaste shall produce and keep for no less than five (5) years adequate records to provide a reasonable analysis of the materials processed at the Project site. These records must include, without limitation, the amount of materials entering, processed in, and leaving the Project site; and a description and measurement by weight of the components comprising those materials, specifically, but not limited to, the amount of residual waste. CalWaste must make available legible and organized copies of these records to the City of Galt at any time, and must make available legible and organized copies of these records to any member of the public no more than once per calendar year. CalWaste may charge the City of Galt and any member of the public requesting copies of those records reasonable reproduction costs, but may not charge storage or recovery costs or expenses. The objective of this condition is to create a system whereby the amount of residual waste processed at the Project site may be verified. To the extent CalWaste produces more than 10% residual waste (e.g., the maximum amount for a recycling facility), the conditional use permit shall be revoked.
- CalWaste shall cause a traffic impact analysis for the Project to be generated, complete with a spill recovery plan.
- Project-related Stationary Noise Levels shall not exceed 70 dBa at a distance of 100 feet.

- To the extent a court of law or arbitrator determines the Project to be a public or private nuisance, the conditional use permit shall be revoked.

Thank you for considering the issues raised in this letter; we appreciate the opportunity to provide comments to the scoping process. Should you wish to contact me, you may do so at (209) 954-9001 or marc@robinsonbradford.net.

Very truly yours,

Robinson Bradford LLP
Counsel for Savage Family LLC

MBR/cc

THIS PAGE INTENTIONALLY LEFT BLANK.

ATTACHMENT 4

Initial Study/Negative Declaration

California Waste Recovery Systems Recycling Processing Center Project

Prepared for

the City of Galt

May 2012

Prepared by

RANEY PLANNING & MANAGEMENT, INC.
1501 Sports Drive, Sacramento, CA 95834

TABLE OF CONTENTS

FIGURES

APPENDICES

CITY OF GALT

Initial Study

BACKGROUND

1.	Project Title:	Cal Waste Recycling Processing Center Project
2.	Lead Agency Name and Address:	City of Galt Planning Department 495 Industrial Drive Galt, CA 95632
3.	Contact Person and Phone Number:	Chris Erias Senior Planner (209) 366-7230
4.	Project Location:	175 Enterprise Court, Building C Galt, California APN 150-011-0750
5.	Project Sponsor's Name and Address:	Dave Vaccarezza J.R. Miller & Associates, Inc. 980 E. Augusta Street Woodbridge, CA 95258
6.	General Plan Designation:	Light Industrial
7.	Zoning Designation:	Light Manufacturing (LM)

SOURCES

It should be noted that all of the technical reports and modeling results used for the purposes of this analysis are available upon request at the City of Galt Planning Department located at 495 Industrial Drive in Galt, California. The following documents are referenced information sources utilized by this analysis:

1. California Air Resources Board. EMFAC Emission Rates Database. Available at: http://www.arb.ca.gov/jpub/webapp//EMFAC2011WebApp/rateSelectionPage_1.jsp. Accessed May 2012.
2. California Air Resources Board. Mobile Source Emission Inventory – EMFAC2011 Frequently Asked Questions. Available at: http://www.arb.ca.gov/msei/emfac2011-faq.htm#emfac2011_web_db_anchor. Accessed May 2012.
3. City of Galt. *City of Galt General Plan Policy Document*. April 2009.
4. City of Galt. *City of Galt 2030 General Plan EIR*. April 2009.
5. City of Galt. *Galt Municipal Code*. Amended April 20, 2010.
6. City of Galt. Personal communications with Gwen Owens, Interim Deputy Public Works Director. April 2012.
7. J.c. brennan & associates, inc. *Environmental Noise Assessment, Cal Waste Recycling and Processing Center*, April 30, 2012.
8. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. December 2009.
9. U.S. Environmental Protection Agency. Waste Reduction Model (WARM). Available at: http://www.epa.gov/climatechange/wycd/waste/calculators/Warm_Form.html. Accessed May 2012.

DESCRIPTION OF PROJECT: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The California Waste Recovery Systems (Cal Waste) Recycling Processing Center Project (proposed project) is located at 175 Enterprise Court, Building C, in the City of Galt, California, on the 6.68-acre Assessor's Parcel Number (APN) 150-0110-075 (See Figure 1, Regional Project Location, and Figure 2, Project Vicinity Map). The project site is located within an existing Industrial Park and is developed, including a partially vacant 97,896-square-foot concrete tilt-up building. Other occupants of the existing building include the State of California, which uses a portion of the site for storage, and Nor-Cal Beverage, which utilizes a portion of the site for equipment repair and product storage.

Cal Waste is currently located at 1065 Turner Road in Lodi, California. The project applicant, Cal Waste, is proposing to relocate their trucks, drivers, shop employees, and office staff from the existing Lodi location to the proposed project site in order to centralize operations. Upon relocation, the existing Lodi facility would be closed. Cal Waste proposes to operate a recycling processing center in the existing vacant on-site building. Operations of the recycling processing center would include receipt, sorting, processing, and shipping of recyclable materials. Approximately 150 tons per day of commingled single-stream recyclables generated from the City of Galt and surrounding communities, including, but not limited to, Rancho Murieta, Woodbridge, Sacramento, and San Joaquin Counties would be received and processed. The recyclable materials would include, but would not be limited to, the following: newspaper; cardboard; mixed paper (junk mail, magazines, catalogs, etc.); various plastics; aluminum and bi-metal cans; and glass. Once separated by mechanical and/or manual methods, the recyclable materials would be processed and shipped to market. All recovered fiber, plastic, and metal materials would be baled for shipping. Market destinations would vary.

The site has a current General Plan land use designation of Light Industrial and is within the Light Manufacturing (LM) zoning district. A recycling processing center is a permitted use in the LM zoning district, as well as ancillary uses such as fleet storage and dispatch, offices, and various maintenance associated with vehicles and equipment. However, the applicant has applied under the use category of “materials recovery and recycling facility” because the term is consistent with the classification used by the State if the use could have more than 10 percent residual waste. The proposed project is expected to produce 15 to 25 percent residual waste, which, given the anticipated receipt of 150 tons per day of recyclables, would equate to approximately 22.5 to 37.5 tons per day. A materials recovery and recycling facility is subject to approval of a Conditional Use Permit (CUP) by the Galt Planning Commission.

Figure 3 shows the site plan for the proposed project. Construction is limited to site improvements such as new interior offices, a new truck wash area, installation of a truck scale, and fencing around the perimeter of the building. The truck scale would be outside the building on the east side of the site and would be a recessed type of scale in order to eliminate sloped ramps. One of the existing depressed truck loading docks would be converted to a wash rack. Drop inlet catch basins would be constructed to drain through a sand and oil separator to a sewer lift station/force main that is connected to the existing eight-inch on-site sewer main. The remainder of existing loading docks would be used for loading and shipping of all materials. As indicated on Figure 3, the new chain link fence would be placed along the eastern property line, and new rolling gates would be located at the southeast entry and at the north entry. All proposed uses, other than vehicle parking and wash rack use, would be located inside the building. New external structures are not proposed as part of the project. The 8,000-square-foot administrative offices, including a second level public education viewing room, would be constructed inside the existing building. One modular building would be located inside the existing building for a shop office/parts inventory and storage. The mechanics shop would be approximately 8,000 square feet, and the recycling facility area would be about 50,000 square feet. Existing building mounted lights and pole mounted lights on the site would be sufficient to provide lighting for the proposed project.

Figure 1
Regional Project Location

Figure 2
Project Vicinity Map

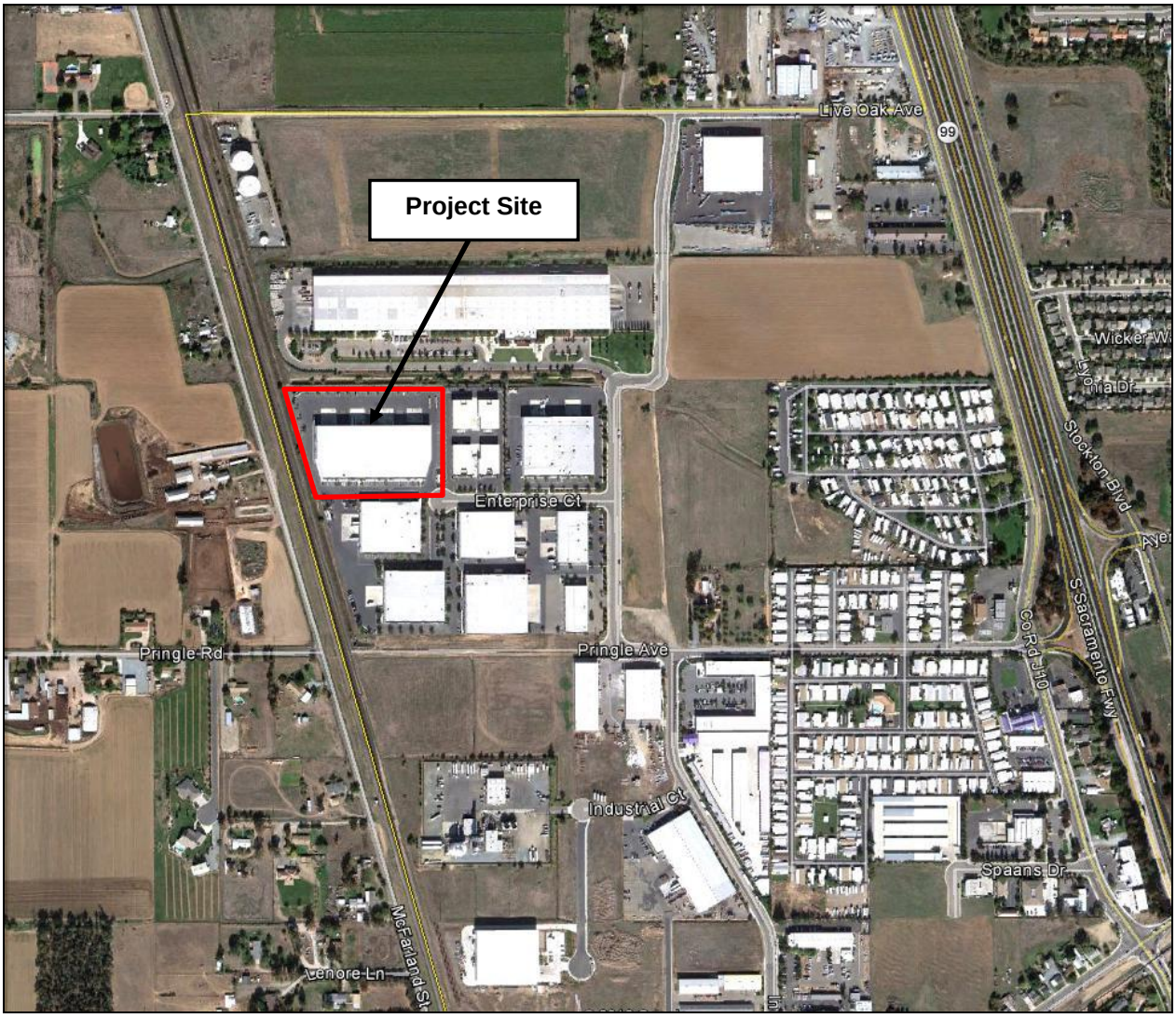
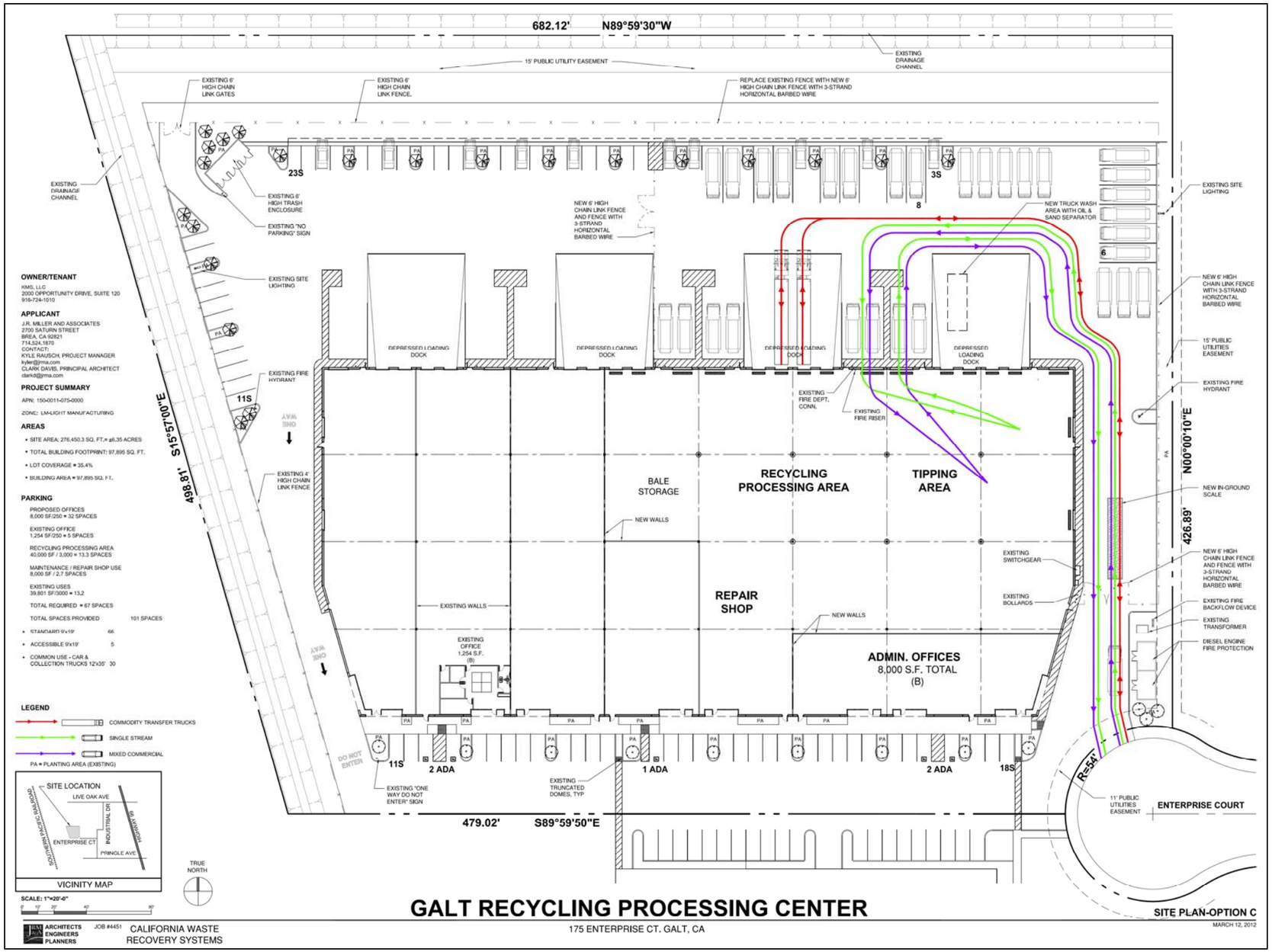


Figure 3
Project Site Plan



Recyclable materials may contain minimal amounts of food waste and hazardous materials such as used household batteries, which would both be disposed of appropriately. All materials would be delivered in completely enclosed or covered trucks that would be discharged inside the building to avoid litter. The materials would be processed on a regular basis to manage the accumulation on the recycling facility floor. Residual waste would be hauled off-site for disposal within a 48 hour period. Residual waste would be containerized or baled and then loaded into roll-off trucks or a walking floor trailer to be hauled via transfer truck to regional landfills, such as the North County Landfill in San Joaquin County and the Kiefer Road Landfill in Sacramento County, for disposal. Trucks hauling waste from the site to the North County Landfill would travel approximately 22 miles, and approximately 35 minutes, southeast of the project site, along State Route (SR) 99 South, East Kettleman Lane, south on SR 88 West, and east on East Harney Lane. Trucks hauling waste to the Kiefer Landfill would travel approximately 22 miles north of the site, along SR 99 North and then Grant Line Road, which would result in an estimated travel time of 35 minutes. However, it should be noted that all truck trips would be round trips. Access to and from SR 99 would be by using designated truck routes east of Industrial Drive, which would avoid Pringle Ave.

Cal Waste estimates 30 to 38 cubic yard side and front load packer trucks and roll-off trucks would collect and deliver material to the site. Approximately 80 to 100 of these collection truck trips are anticipated per day, including the route trucks leaving the yard in the AM and returning in the PM. In addition, 120 employee vehicle trips and four to six 40-foot flatbed and panel trailer truck trips are anticipated per day. Although 20 to 30 percent of the employee vehicle trips would likely occur during peak traffic hours, truck trips would occur during off-peak hours.

It should be noted that backing beepers on trucks is required by Occupational Safety and Health Association (OSHA) standards. Primarily, trucks would be reversing and dumping within the building and would be parked directionally to avoid backing during early morning hours. The majority of trucks would be parked prior to 5:00 PM. The truck parking area, as shown on Figure 3, would be located along the northern and northeastern border of the project site. During operations, the vehicle access doors would remain open, as well as the roll-up door for the mechanics shop.

Currently, collection trucks leave Cal Waste's existing Lodi terminal in the morning empty, collect recyclables along collection routes, deliver the recyclables at the end of the day directly to processors in either Stockton or Sacramento, and then return to the truck terminal in Lodi. The proposed project would centralize Cal Waste's operations, reducing the travel time to collection routes and eliminating the travel required to deliver the recyclables to Stockton or Sacramento. In addition, the proposed project would result in a consolidation of loads, which would significantly reduce the number of truck trips and vehicle miles traveled. Furthermore, the project would increase recycling in the area, which would result in an overall reduction in waste materials being placed in regional landfills.

Although the initial operations at the project site are expected to occur in one shift, 24-hour daily operations may be required at some point in the future. Therefore, the applicant is applying for the operating hours to be 24 hours a day for seven days a week.

SURROUNDING LAND USES AND SETTING: (Briefly describe the project's surroundings.)

Industrial and light manufacturing land uses surround the project site, including the following:

- LM zoning consisting of a 24-hour glass coating application business to the north;
- A street sweeper vehicle brush manufacturer to the south;
- A church, children's activity day-use center, and two bakery distribution facilities to the east; and
- A dairy farm zoned Agricultural Residential 10 (AR-10), within Sacramento County, to the west.

The project site is bordered directly to the west by Union Pacific Railroad (UPRR) tracks. The dairy farm to the west is on the other side of the UPRR tracks and has a residence on the property, which would be considered the nearest sensitive receptor to the project site.

As shown on Figure 3, existing storm drainage facilities are located along the north and west borders of the project site, within project boundaries. In addition, an existing 15-foot public utility easement runs along the northern boundary of the project site. The existing building is equipped with appropriate fire safety design features, including fire hydrants, diesel engine fire protection, and a fire backflow device.

PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED: (e.g., permits, financing approval, or participation agreement.)

- City of Galt Conditional Use Permit;
- City of Galt approval of Project Site Plan; and
- Review by the Sacramento County Environmental Management Department (the Local Enforcement Agency) and any subsequently necessary permits.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

( )	Aesthetics	( )	Agricultural and Forest Resources	( )	Air Quality
( )	Biological Resources	( )	Cultural Resources	( )	Geology and Soils
( )	Greenhouse Gas Emissions	( )	Hazards and Hazardous Materials	( )	Hydrology and Water Quality
( )	Stormwater Quality	( )	Land Use and Planning	( )	Mineral Resources
( )	Noise	( )	Population and Housing	( )	Public Services
( )	Recreation	( )	Transportation/Traffic	( )	Utilities and Service Systems
( )	Mandatory Findings of Significance				

DETERMINATION: (To be completed by the Lead Agency)

On behalf of this initial evaluation:

(X) I find that the proposed project COULD NOT have a significant effect on the environmental, 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 project proponent. 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" impact on the environment, but at least one effect 1) has been adequately analyzed in a 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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Planner's Signature	Date
Chris Erias	City of Galt
Planner's Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACTS:

Pursuant to Section 15063 of the California Environmental Quality Act Guidelines, a brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the projects outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	( )	( )	(X)	( )
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	( )	( )	(X)	( )
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	( )	( )	(X)	( )
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	( )	( )	(X)	( )

Comments:

a-c) The project site is currently developed and consists of an existing 97,896-square-foot concrete tilt-up building. The existing partially vacant building would be converted to a recycling processing center. New construction resultant from the proposed project would include site improvements such as new interior offices, a new truck wash area, installation of a truck scale, and fencing around the perimeter of the building. As shown in Figure 2, the visual quality of the site and surroundings is characterized primarily by existing development including the Industrial Park. Directly to the west of the project site are the UPRR tracks and then a dairy farm. As such, scenic vistas, or scenic resources, including trees, rock outcroppings, and historic buildings do not exist on or in the immediate vicinity of the project site. In addition, the project site is not located along or within view of a state scenic highway. Therefore, because the project site is already developed, impacts related to a scenic vista, scenic resources, and degradation of the existing visual character or quality of the site and surrounding area would be considered ***less-than-significant***.

d) The proposed project site is currently developed with an existing building and parking lot on-site, which would remain on the site and be converted into a recycling processing center. Parking lot and building lighting already exists on-site, having been installed when the building and parking lot were constructed. Additional lighting would not be installed on-site as part of the proposed project improvements. Furthermore, industrial and light manufacturing land uses, which are not considered sensitive receptors, primarily surround the project site. Because the proposed project would not create any new sources of light or glare that would adversely affect day or nighttime views in the area, impacts would be ***less-than-significant***.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may regret to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
(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?	( )	( )	( )	(X)
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	( )	( )	( )	(X)
(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))?	( )	( )	( )	(X)
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	( )	( )	( )	(X)
(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 use?	( )	( )	(X)	( )

Comments:

a) The proposed project site is already developed and is located within an existing Industrial Park. As such, the site is not considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance per the State Department of Conservation's Important Farmland Maps series, but is comprised of Urban and Built-Up Land. Urban and Built-Up Land is not considered protected farmland due to the limited suitability of the soils. Because the proposed project is currently developed and would

not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses, ***no impact*** would occur.

b) The project area is not under any Williamson Act contract and the area is designated and zoned for Light Industrial and Light Manufacturing development, respectively. Therefore, the proposed project would result in ***no impact*** related to a Williamson Act contract.

c,d) The project site is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

e) The project site is not considered to be either Prime Farmland or forest land and is currently developed; therefore, the project would not result in conversion of Farmland or forest land to non-agricultural or non-forest uses, and the project's impact would be ***less-than-significant***.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
(a) Conflict with or obstruct implementation of the applicable air quality plan?	( )	( )	(X)	( )
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	( )	( )	(X)	( )
(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)?	( )	( )	(X)	( )
(d) Expose sensitive receptors to substantial pollutant?	( )	( )	(X)	( )
(e) Create objectionable odors affecting a substantial number of people?	( )	( )	(X)	( )

Comments:

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 increases in population or VMT could, therefore, potentially conflict with regional air quality attainment plans.

The proposed project includes the use of an existing building for a recycling processing center, which would not directly increase the population in the area. However, the project would include collection of recyclable materials generated from the City and surrounding communities and hauling of residual waste to regional landfills, which would increase vehicle trips from existing conditions at the site. In addition, the project would require 60 on-site employees, which would further increase vehicle trips at the project site. However, the project is consistent with the uses anticipated for the site in the General Plan and supports the City's General Plan Policies PFS-5.4, 5.5, and 5.7, which require the City to promote a variety of solid waste reduction measures including solid waste recycling. In addition, as analyzed and determined in the discussions below, the proposed project would not result in air pollutant emissions or odors in excess of applicable air quality standards. Therefore, because the increase in trips would not increase from what has been anticipated for the project site and a conflict with regional air quality plans would not occur, impacts would be considered ***less-than-significant***.

b,c) SMAQMD's Guide to Air Quality Assessment in Sacramento County recommends quantification of emissions of ozone precursors reactive organic gases (ROG) and nitrous oxides (NO_X), both during construction and operation of a project. According to SMAQMD, Sacramento County is a federal severe nonattainment area and state nonattainment area for ozone and a state nonattainment area for both PM_{10} and $PM_{2.5}$. The area is federal moderate nonattainment for PM_{10}. Table 1, below, demonstrates the SMAQMD thresholds of significance for air pollutant and precursor concentrations in pounds per day

(lbs/day). As shown in the table, SMAQMD does not have a mass emissions threshold for fugitive dust and does not require quantification for projects disturbing less than 15 acres of land. Although SMAQMD utilizes the concentration based threshold for PM_{10} and $PM_{2.5}$ of the California Ambient Air Quality Standards (CAAQS).

Table 1
SMAQMD Thresholds of Significance (lbs/day)

	ROG	NO_X	PM_{10}	$PM_{2.5}$
Construction				
SMAQMD Significance Threshold	--	85.00	--	--
Operation				
SMAQMD Significance Threshold	65.00	65.00	--	--

Construction Emissions

Project construction is limited to site improvements such as new interior offices, a new truck wash area, installation of a truck scale, and fencing around the perimeter of the building. New external structures are not proposed as part of the project. As such, construction associated with the proposed project would not include substantial soil-disturbing activities or extended use of heavy equipment. In addition, the project would not disturb more than 15 acres of land. Therefore, the project is not expected to result in any significant emissions of criteria air pollutants during project construction activities.

Operational Emissions

As stated above, SMAQMD has adopted an operational emissions threshold of 65 lbs/day for NO_X and ROG. Operational emissions associated with the proposed project would primarily be attributable to the vehicle and truck trips associated with employee vehicles, collection of the recyclable materials, and hauling of residual waste to regional landfills. Cal Waste estimates approximately 80 to 100 front load packer trucks and roll-off collection truck trips per day. The collection trucks would leave from the project site in the AM, collect recyclables from the City of Galt and surrounding communities, including, but not limited to, Rancho Murieta, Woodbridge, Sacramento, and San Joaquin Counties, then return in the PM. An average one-way distance of 20 miles was utilized in calculations for the collection truck vehicle miles traveled (VMT). Flatbed and panel trailer trucks would be utilized to haul the residual waste to regional landfills, such as the North County Landfill (approximately 22 miles southeast of the project site) and the Kiefer Road Landfill in Sacramento County (approximately 22 miles north of the project site). It should be noted that the maximum estimated truck trips were utilized in calculations. It should also be noted that all of the trucks to be used for the proposed project would be California Air Resources Board (CARB) compliant. Employee vehicle trips would be 120 per day, with an estimated average one-way travel distance of eight to 10 miles.

In addition, to the criteria air pollutant emissions associated with vehicle trips, the proposed project would result in emissions related to use of on-site heavy equipment as well as from landscaping, natural gas usage, and architectural coatings. Utilizing the emission rates for the project vehicle fleet obtained by the EMFAC2011 model, the CARB tool for estimating emissions from on-road vehicles, the criteria air pollutant emissions associated with operations of the proposed project were estimated. Estimated emissions from on-site heavy equipment, which would consist of one standard forklift and one rubber-tired loader, were obtained using the URBEMIS-2007 program. The proposed project's area emissions were estimated using the land use emissions model California Emissions Estimator Model (CalEEMod). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions from land use projects. The proposed project's estimated criteria air pollutant emissions are summarized in Table 2 below (See Appendix A for the Air Quality and GHG Modeling Results).

Table 2
Project Operational Emissions (lbs/day)

	ROG	NO_X	PM_{10}	$PM_{2.5}$
Vehicle Emissions	0.53	24.92	0.16	0.15
On-Site Equipment Emissions[1]	1.11	8.48	0.49	0.45
Area Emissions[2]	7.97	2.75	0.21	0.21
TOTAL Operational Emissions	9.61	36.15	0.86	0.81
SMAQMD Significance Threshold	**65.00**	**65.00**	**--**	**--**

[1] Project URBEMIS results for on-site equipment (See Appendix A)
[2] Project CalEEMod results (See Appendix A)

As depicted in Table 2, long-term operation of the proposed project would generate emissions of ROG and NO_X below the SMAQMD significance threshold of 65 lbs/day. In addition, the estimated emissions of PM_{10} and $PM_{2.5}$ would not result in significant fugitive dust emissions that would exceed CAAQS concentrations. It should be noted that the collection truck trips, employee trips, transport trucks for finished products, and hauling trucks for landfill disposal are all existing regional trips. The proposed project would move the associated emissions from one area of the region to another, while centralizing Cal Waste's operations.

Conclusion

As stated above, minimal construction activities would be required for the proposed project, as the project would be located in an existing building. As a result, construction-related emissions of criteria air pollutants would not be expected to violate any air quality standard. Operational emissions associated with the proposed project would not exceed applicable thresholds of significance. Therefore, the proposed project would not violate any air quality standard, contribute substantially to an existing or projected air quality violation, or 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. Consequently, the proposed project would result in a ***less-than-significant*** impact.

d) The CARB has identified particulate matter from diesel-fueled engines as a toxic air contaminant (TAC). The CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines. High volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic were identified as having the highest associated health risks. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure.

Implementation of the proposed project would result in diesel truck trips and generate diesel particulate matter (DPM) emissions, which, as discussed above, are considered a TAC. The majority of DPM emissions associated with project operations would occur off-site as the trucks travel along regional roadways. Trucks would access the site from Enterprise Court and travel along the east side of the building to and from the two northeastern-most loading docks. It should be noted that State law restricts idling by trucks to less-than five minutes, with which the facility would comply along with other applicable standards and regulations related to DPM emissions, including the CARB regulations for in-use solid waste collection vehicles and on-road heavy duty regulation. All of the trucks to be used for the proposed project would be CARB compliant. Thus, emissions from diesel trucks on the site would not be expected to affect any specific receptor for an extended period of time. The nearest sensitive receptor is the residence on the dairy farm property located to the west of the project site, on the opposite side of the UPRR tracks. The loading docks and the nearest residence are separated by approximately a quarter of a mile, which includes the UPRR tracks and a drainage channel. Due to the distance from the loading docks, concentrations of DPM emissions from the proposed project's operations at the nearest sensitive receptor would not be expected to result in any significant risks. Therefore, impacts would be

considered ***less-than-significant***.

e) Typical sources of objectionable odor include industrial or intensive agricultural uses. The project site is already planned for industrial land uses. In addition, an existing dairy farm, which is a land use typically associated with objectionable odor, is located just west of the project site. New sensitive receptors would not be introduced to the area with implementation of the proposed project, and the nearest sensitive receptor is a residence on the existing dairy farm property, approximately a quarter of a mile from the site.

Only commingled single-stream recyclables, including, but not limited to, newspaper, cardboard, mixed paper, plastics, aluminum and bi-metal cans, and glass, would be received at the project site. Although the recyclable materials may contain food waste, which is the typical source of objectionable odors related to waste processing centers, the amount anticipated in the materials to be processed at the project site would be minimal. Furthermore, all materials would be delivered in completely enclosed or covered trucks that would be discharged directly inside the building. Residual waste would be hauled off-site for disposal within a 48 hour period. Therefore, the project is not expected to create any objectionable odors and would not affect a substantial number of people, and a ***less-than-significant*** impact would result.

IV. BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	( )	( )	(X)	( )
(b) Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	( )	( )	(X)	( )
(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, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	( )	( )	(X)	( )
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors or impede the use of native wildlife nursery sites?	( )	( )	(X)	( )
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	( )	( )	(X)	( )
(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?	( )	( )	(X)	( )

Comments:

a,d) The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. Forty (40) landscape trees are located around the perimeter of the parking lot, and said trees would not be removed as part of the project. In addition, outside of the existing parking lot limits, a few trees are located along the northern and eastern site boundaries, within the existing 15-foot public utility easements, and along the western site boundary, near the existing drainage channel. Because proposed construction on the site is limited to improvements within the existing concrete building and the existing paved parking lot (e.g., new interior offices, a new truck wash area, installation of a truck scale, and chain link fencing around the perimeter of the parking lot), the few trees and the drainage channel located outside of the parking lot boundaries would not be impacted by the development of the project. Therefore, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status in local or regional plans, policies or regulations, or by the California Department of Fish and

Game or U.S. Fish and Wildlife Service.

In addition, because the project site is located within an existing Industrial Park in an urbanized area of the City of Galt; and the project would not alter the existing open easements along the northern, western, and eastern site boundaries, which could be utilized as movement corridors for animals, though unlikely, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors or impede the use of native wildlife nursery sites.

As a result, the proposed project would have a ***less-than-significant*** impact to special-status species and their movements through the area.

b,c) The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. An existing drainage channel is located along the site's western boundary, outside of the existing parking lot limits; however, the project does not include any improvements within this area. Rather, construction on the site is limited to improvements within the existing concrete building and the existing paved parking lot (e.g., new interior offices, a new truck wash area, installation of a truck scale, and chain link fencing around the perimeter of the parking lot). As a result, the proposed project would have a ***less-than-significant*** impact on riparian habitat or federally protected wetlands.

e) Forty (40) landscape trees are located around the perimeter of the parking lot. These trees would not be removed as part of the project. In addition, outside of the existing parking lot limits, a few trees are located along the northern and eastern site boundaries, within the existing 15-foot public utility easements, and along the western site boundary, near the existing drainage channel. Because proposed construction on the site is limited to improvements within the existing concrete building and the existing paved parking lot (e.g., new interior offices, a new truck wash area, installation of a truck scale, and chain link fencing around the perimeter of the parking lot), the few trees located outside of the parking lot boundaries would not be impacted by development of the project. As a result, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, resulting in a ***less-than-significant*** impact.

f) 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. The City of Galt is working with surrounding jurisdictions to prepare the South Sacramento Habitat Conservation Plan, which is not yet an adopted Plan. Therefore, the project's impact would be ***less-than-significant***.

	Potentially Significant Impact	Less Than Significant With 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?	( )	( )	(X)	( )
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	( )	( )	(X)	( )
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	( )	( )	(X)	( )
(d) Disturb any human remains, including those interred outside of formal cemeteries?	( )	( )	(X)	( )

Comments:

a-d) The 6.68-acre project site is currently developed and located within an existing Industrial Park. The existing development includes a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. Construction related to the proposed project is primarily limited to above-ground improvements within the existing concrete building and the existing paved parking lot (e.g., new interior offices, a new truck wash area, and chain link fencing around the perimeter of the parking lot). In addition, an in-ground truck scale is proposed to be constructed along the east side of the existing building. However, the project site has already been graded and trenched during construction of the existing building and paleontological, prehistoric, or historic resources were not previously found on the project site and are not anticipated to be encountered during the minimal construction activities proposed for the project. Therefore, the project would not be expected to cause a substantial adverse change in the significance of a historical or archaeological resource, destroy a unique paleontological resource, site, or unique geologic feature, or disturb any human remains, and a ***less-than-significant*** impact would occur.

	Potentially Significant Impact	Less Than Significant With 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 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.	( )	( )	(X)	( )
(b) Expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving strong seismic ground shaking?	( )	( )	(X)	( )
(c) Expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	( )	( )	(X)	( )
(d) Expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving landslides?	( )	( )	(X)	( )
(e) Result in substantial soil erosion or the loss of topsoil?	( )	( )	(X)	( )
(f) 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?	( )	( )	(X)	()
(g) 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?	( )	( )	(X)	( )
(h) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	( )	( )	( )	(X)

Comments:

a-c) The City of Galt's topography is relatively flat and the City is not located within an Alquist-Priolo Earthquake Fault Zone, nor is the City located in the immediate vicinity of an active fault. The nearest mapped fault to the site is the Midland Fault and the nearest active fault is the Clayton-Marsh Creek-Greenville Fault, which is located approximately 60 miles southwest of the project site. According to the Galt 2030 General Plan EIR, ground shaking hazards are considered to be low. The City is located in Seismic Risk Zone 3, and although within Zone 3 the potential for earthquakes is low, the possibility for major damage exists.

The project site is already developed and contains a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. In accordance with City policy, the existing building, which was constructed in 2006, was built according to seismic requirements of the California Building Code (CBC), as verified by the City of Galt during building permit issuance. Additional external structures are not proposed as part of the project. The project does, however, involve installation of new walls within the existing concrete building to create specific project uses, including 8,000 square feet of administrative offices, including a second level public education viewing room; 8,000 square foot mechanics shop area; and 40,000 square foot recycling facility area. All internal walls would be constructed in accordance with the CBC and reviewed and approved by the City of Galt prior to issuance of a building permit (cf General Plan Policy SS-1.7: California Building Standard Code. The City shall continue to require that alterations to existing buildings and all new buildings be built according to the seismic requirements of the California Building Standard Code). Therefore, people and structures would not be exposed to potential substantial adverse effects involving strong seismic ground shaking or failure, and a ***less-than-significant*** impact would occur.

d,f,g) The topography of the project site is level and steep slopes do not occur within the project site. As a result, landslides would not occur on the property. According to the USDA Natural Resource Conservation Service, the project site is underlain by San Joaquin Silt Loam soils (mapping units 213 and 215).[1] During the design and construction of the existing concrete building, the properties of the San Joaquin Silt Loam soils were considered and factored into the foundation design, as reviewed and approved by the City of Galt. As a result, impacts related to landslides, liquefaction, lateral spreading, subsidence, collapse, and expansive soil would be considered ***less-than-significant***.

e) The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. Because proposed construction on the site is limited to above-ground improvements within the existing concrete building and the existing paved parking lot (e.g., new interior offices, a new truck wash area, installation of a truck scale, and chain link fencing around the perimeter of the parking lot), soils would not be exposed on the project site, which could be subject to wind and/or water erosion. Therefore, any impacts related to soil erosion would be considered ***less-than-significant***.

h) The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. Wastewater infrastructure has also been extended to the site; and this existing infrastructure would be utilized by the project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

[1] USDA Natural Resource Conservation Service, Web Soil Survey, conducted by Raney on 4/23/2012. It should be noted that the Web Soil Survey maps a portion of the project site as “Water”. However, this designation is not applicable to the current developed condition of the project site.

	Potentially Significant Impact	Less Than Significant With 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?	( )	( )	(X)	( )
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	( )	( )	(X)	( )

Comments:

a,b) 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.). AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for its implementation to the California Air Resources Board (CARB) and directs CARB to enforce the statewide cap. Based on CARB's 1990 to 2004 GHG inventory data, at the time AB 32 was signed in 2006, the GHG emissions level in California was estimated at 600 million metric tons of CO_2 equivalent ($MMTCO_2e$) while 1990 levels were estimated to be 427 $MMTCO_2e$. Thus, CARB staff recommended 427 $MMTCO_2e$ as the total statewide GHG 1990 emissions level and 2020 emissions limit, which would require a reduction in emission levels of 29 percent. The 2020 statewide limit was approved on December 6, 2007. Accordingly, California GHG emissions must be reduced by 173 $MMTCO_2e$, or by 29 percent, relative to a Business As Usual (BAU) scenario by 2020.

SMAQMD recommends that the threshold of significance for GHG emissions selected by lead agencies be related to compliance with AB 32. Accordingly, the City of Galt General Plan EIR states that a significant impact related to GHG emissions would result if a conflict with the State's goal of reducing GHG emissions to 1990 levels by 2020 would result, as set forth by AB 32. Therefore, if the proposed project's GHG emissions would substantially hinder the State's ability to attain the state-wide GHG reduction to 1990 levels by 2020, then the proposed project's GHG emissions would be considered significant. Various mitigation measures exist to reduce GHG emissions, including suggested measures from the Office of the Attorney General and the CARB as well as measures developed by local air quality control and management districts. In addition, the proposed project would be required to comply with the 2010 Green Building Standards Code (CalGreen Code).

Implementation of the proposed project would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO_2 and other GHGs, such as CH_4 and N_2O, from vehicles and utility usage. Similar to the method for calculating the operational air pollutant emissions, GHG emissions from vehicle trips were calculated using the emission rates for the project vehicle fleet obtained by the EMFAC2011 model. Emissions estimates for the on-site equipment, would consist of one standard forklift and one rubber-tired loader, were obtained using the URBEMIS-2007 program. The project's indirect GHG emissions, including emissions of GHG from energy use, water use, wastewater generation, and solid waste generation and disposal, were estimated using the land use emissions model CalEEMod. Emissions are expressed in annual metric tons of CO_2 equivalent units of measure (i.e., $MTCO_2e$), based on the global warming potential of the individual pollutants.

The proposed project would be located in an existing building; thus, project construction is limited to site improvements such as new interior offices, a new truck wash area, installation of a truck scale, and fencing around the perimeter of the building. As a result, as discussed in Section III, Air Quality, of this IS, construction associated with the proposed project would not include substantial soil-disturbing activities or extended use of heavy equipment. Furthermore, construction GHG emissions are a one-

time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Due to the size of the proposed project, the project's construction-related GHG contribution to global climate change would be considered negligible on the overall global emissions scale. Therefore, the project is not expected to result in any significant impacts related to construction GHG emissions.

The long-term operational GHG emissions estimate for the proposed project incorporates the project's vehicle emissions, on-site equipment emissions, emissions associated with utility and water usage, and emissions associated with the generation of wastewater and solid waste. Estimated increases in GHG emissions associated with the proposed project are summarized in Table 3 (See Appendix A for the Air Quality and GHG Modeling Results).

Table 3
Project GHG Emissions

	Annual CO_2 emissions ($MTCO_2e$)
Vehicle Emissions	760.07
On-Site Equipment Emissions	0.42
Indirect Emissions	5,389.36
Subtotal Project Emissions	**6,149.85**
Project Reductions[1]	-4,123.71
Percent Reduction	**67.1%**
TOTAL GHG Emissions	**2,026.14**

[1] Based on EPA's WARM GHG Emissions Analysis (-300 $MTCO_2e$) and reduction of VMT from current conditions (-3,823.71 $MTCO_2e$) (See Appendix B).

As shown in the table, the annual GHG emissions associated with the proposed project would be 6,149.85 $MTCO_2e$ per year. However, due to the inherent nature of the project, an overall reduction of GHG emissions in the region would result, which would cause a positive contribution towards global climate change. For example, landfill gases are a major source of GHG emissions. By reducing the amount of waste disposed at landfills, the proposed project would reduce the amount of potential GHG emissions from landfill gases. The proposed project would recycle 112.5 tons out of 150 tons per day of commingled single-stream recyclables. The Environmental Protection Agency (EPA) created the Waste Reduction Model (WARM) to help solid waste planners and organizations track and voluntarily report GHG emissions reductions from several different waste management practices. According to the WARM, the proposed project would result in a reduction of GHG emissions of 300 $MTCO_2e$ per year from recycling 112.5 tons rather than disposing all 150 tons to a landfill (See Appendix B for the GHG Reduction Calculations). The project reductions presented in Table 3 incorporates the WARM-estimated reduction.

Furthermore, the proposed project would significantly reduce the number of truck trips, VMT, and GHG emissions from the current Cal Waste recycling operations in the area. Currently, collection trucks leave an existing Cal Waste Lodi terminal, located at 1065 Turner Road, in the morning empty, then recyclables are collected primarily from the Cities of Galt, Rancho Murieta, and Woodbridge, as well as other cities and the unincorporated areas of Sacramento and San Joaquin Counties. As the trucks proceed on the collection routes, recyclables are collected until the truck is full then taken to either the Sacramento or Stockton Materials Recovery Facility (MRF). Once unloaded, the truck returns to the collection route and continues the recycle pick-up. Again, when full, the truck goes to either of the MRFs

to unload materials for processing. This cycle continues until each truck has completed its collection route. At the end of the day, the trucks return to the truck terminal at the Lodi facility. Because the payload of a recycling collection truck is approximately six tons, a relatively small payload, the trips to the MRFs produce an excess amount of GHG emissions. The proposed project site would be located closer to the majority of collection routes and would eliminate the need to transfer recyclables to either Sacramento or Stockton for processing. Consequently, the project would significantly reduce the VMT associated with collection truck trips from current conditions. Reductions in regional GHG emissions associated with the collection truck trips from current conditions has been applied in the project reductions shown in Table 3. It should be noted that the estimates presented in the table are based on the collection trucks making one trip from the facility to the collection route and back. Therefore, the actual VMT for the collection trucks would be higher due to the aforementioned collection process. Because the current facility is located further from the majority of the collection routes, the actual reduction in VMT and associated GHG emissions associated with implementation of the proposed project would likely be much more than estimated and presented above.

In addition, all materials processed at the proposed project site would be consolidated into 24-ton loads, which would allow for fewer truck trips associated with delivering the finished products. Although the number of employees would increase by 15, the number of employees per shift would be approximately equal. Therefore, the employee trips would not be expected to increase. For all of the aforementioned reasons, as presented in Table 3, the proposed project would reduce GHG emissions in the area by 4,123.71 $MTCO_2e$ per year, a 67.1 percent reduction from BAU, which exceeds the 29 percent reduction threshold recommended by SMAQMD, per AB 32.

It should be noted that the collection truck trips, employee trips, transport trucks for finished products, and hauling trucks for landfill disposal are all existing regional trips. The proposed project would not create new GHG emissions related to these trips. Instead, the project would move the emissions from one area of the region to another. Because implementation of the project would result in an overall reduction in regional VMT, the project would have a beneficial contribution to GHG emissions in the area and to global climate change.

The City's General Plan EIR states that, depending on the feasibility and level of implementation as applied to individual development projects consistent with the General Plan, the inclusion of trip reduction measures, energy conservation policies, and future project-specific compliance with SMAQMD permitting would reduce air quality and GHG emissions. However, because the increase in GHG emissions from buildout of the General Plan could potentially conflict with the goal of AB 32 to reduce GHG emissions to 1990 levels by 2020, the EIR made the conservative determination that a significant and unavoidable impact would result. It should be noted that Findings of Fact and a Statement of Overriding Considerations were adopted as part of the EIR Certification. Because the proposed project is consistent with the City's General Plan, the project's GHG emissions were included in the General Plan EIR's analysis for buildout of the entire General Plan. Therefore, the proposed project would not result in emissions of GHG in excess of what has already been anticipated for the site in the General Plan EIR.

Consequently, although the proposed project would result in GHG emissions associated with operations, the emissions would be expected to result in a positive contribution towards global climate change by reducing the overall GHG emissions in the region. In addition, the proposed project would not result in emissions of GHG in excess of what has already been anticipated in the General Plan EIR, for which Findings of Fact and a Statement of Overriding Considerations was adopted, and would exceed the 29 percent reduction recommended by SMAQMD. Therefore, the proposed project's GHG emissions would not be expected to conflict with the State's goal per AB 32 or any other plans or regulations for reducing GHG emissions, and a ***less-than-significant*** impact would result.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	( )	( )	(X)	( )
(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?	( )	( )	(X)	( )
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	( )	( )	(X)	()
(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?	( )	( )	( )	(X)
(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?	( )	( )	( )	(X)
(f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working within the project area?	( )	( )	( )	(X)
(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	( )	( )	( )	(X)
(h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	( )	( )	( )	(X)

Comments:

a,b) The proposed project consists of the operation of a recycling processing center in the existing partially vacant on-site building. Operations of the recycling processing center would include receipt, sorting, processing, and shipping of recyclable materials. Approximately 150 tons per day of commingled single-stream recyclables generated from the City of Galt and surrounding communities, including, but not limited to, Rancho Murieta, Woodbridge, Sacramento, and San Joaquin Counties would be received and processed. The recyclable materials would include, but would not be limited to, the following: newspaper; cardboard; mixed paper (junk mail, magazines, catalogs, etc.); various plastics; aluminum

and bi-metal cans; and glass. Once separated by mechanical and/or manual methods, the recyclable materials would be processed and shipped to market. All recovered fiber, plastic, and metal materials would be baled for shipping. Market destinations would vary.

Recyclable materials may contain minimal amounts of food waste and hazardous materials such as used batteries, which would both be disposed of appropriately. The use, handling, and storage of hazardous materials is 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.

Because routine transport, use, and disposal of hazardous materials are regulated by existing federal, State, and local regulations, and operation of the proposed project would handle limited hazardous materials that would be disposed of properly, the impact would be considered ***less-than-significant.***

c) The project site is not located within one-quarter mile of an existing or proposed school. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, resulting in a ***less-than-significant*** impact.

d) The site is not included on a list of hazardous materials sites compiled by the County pursuant to Government Code 65962.5, resulting in ***no impact***.

e,f) The project site is not within two miles of a public or private 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.

g,h) The proposed project would not physically interfere with an emergency plan because the project would not alter the existing street system and the limited construction activities associated with the project improvements would not result in temporary blockage of any roadways. In addition, according to the Galt 2030 General Plan EIR (p. 10-18), portions of the City that are urbanized or used for irrigated agricultural practices are not at high risk for wildland fires. The project site is within an urbanized portion of the City in an Industrial Park. Therefore, ***no impact*** would occur.

	Potentially Significant Impact	Less Than Significant With 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?	( )	( )	(X)	( )
(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 production 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)?	( )	( )	(X)	( )
(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?	( )	( )	(X)	( )
(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 or amount of surface runoff in a manner which would result in flooding on- or off-site?	( )	( )	(X)	( )
(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?	( )	( )	(X)	( )
(f) Otherwise substantially degrade water quality?	( )	( )	(X)	( )
(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	( )	( )	(X)	( )
(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	( )	( )	(X)	( )
(i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	( )	( )	(X)	( )
(j) Inundation by seiche, tsunami, or mudflow?	( )	( )	( )	(X)

Comments:

a,f) Construction activities disturbing one or more acres are required under the federal Clean Water Act to comply with the State Water Resources Control Board (SWRCB) General Construction Activity Stormwater Discharge Permit. The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. In addition, a storm water drainage system was constructed for the project site when the concrete building was completed. Proposed construction on the site is limited to improvements within the existing concrete building and the existing paved parking lot, all of which would not result in the disturbance of one or more acres of the site. As a result, the proposed project would not be subject to the requirements of the General Construction Activity Stormwater Permit.

Among the limited on-site improvements that would be constructed outside of the existing concrete building is the conversion of one of the existing depressed truck loading docks to a truck wash area. Drop inlet catch basins would be constructed to drain wash water through a sand and oil separator to a sewer lift station/force main that is currently connected to the existing eight-inch on-site sewer main. The sand and oil separator would effectively remove urban pollutants associated with the truck wash water prior to the water entering the receiving system.

In summary, because the construction of the proposed project would not disturb one or more acres, nor alter the existing drainage system for the project site, and the project would install a sand and oil separator in the proposed truck wash area, which would remove any potential pollutants from truck wash water, the project would have a ***less-than-significant*** impact related to water quality and waste discharge requirements.

b) The City of Galt General Plan indicates that, historically, groundwater has been the main source of water supply for the City, although the General Plan further indicates that groundwater levels have been declining and that groundwater is in short supply. However, the General Plan DEIR determined that with implementation of water conservation programs, buildout of the General Plan would not require the need for new or expanded surface water supply entitlements. The project is consistent with the General Plan Land Use designated for the site. Therefore, the additional demand for water was anticipated in the General Plan and a ***less-than-significant*** impact would occur. See Section XVIII (d) of this Initial Study (IS) for further discussion concerning water.

c-e) The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. In addition, a storm water drainage system was constructed for the project site when the concrete building was completed. The existing storm water drainage system for the project site would not be altered as part of this project. In addition, the amount of impervious surface area on the project site (approximately 227,648 sf = 78 percent of the project site) would not be increased as a result of the implementation of the proposed project. While the amount of impervious surface area would not be increased as a result of the project, thereby not increasing the amount of runoff on the site, the proposed truck wash area would generate additional site runoff. However, as mentioned above, this wash water would be routed directly to a sand and oil separator that would be connected to the existing wastewater infrastructure for the project site. As a result, the proposed project would have a ***less-than-significant*** impact related to the substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increasing the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

g-i) The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. During the City's improvement plan review for the existing on-site building and associated parking lot improvements, it was determined that upon implementation of the improvement plans, the developed site would not be located within a 100-year flood hazard area. Therefore, the proposed project would result in a ***less-than-significant*** impact related to exposure of people or structures to a significant risk of loss, injury or death involving flooding.

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 related to inundation by seiche, tsunami, or mudflow.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. STORMWATER QUALITY -- Would the project:				
(a) Result in increase of erosion during the construction process?	( )	( )	(X)	( )
(b) Result in an increase of the level of pollutants in storm water runoff from the post-construction activities.	( )	()	(X)	( )
(c) Result in an increase of the discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	( )	( )	(X)	( )
(d) Cause the impairment of the beneficial uses of receiving waters or areas that provide water quality benefit or cause significant harm on the biological integrity of the waterways and water bodies by the discharge of storm water?	( )	( )	(X)	( )
(e) Cause significant changes in the flow velocity or volume of storm water runoff to cause environmental harm and the potential for significant increases in erosion of the project site and surrounding areas?	( )	( )	(X)	( )

Comments:

a) The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. Because proposed construction on the site is limited to above-ground improvements within the existing concrete building and the existing paved parking lot (e.g., new interior offices, a new truck wash area, installation of a truck scale, and chain link fencing around the perimeter of the parking lot), soils would not be exposed on the project site, which could be subject to wind and/or water erosion. Therefore, any impacts related to soil erosion would be considered ***less-than-significant***.

b-d) The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. In addition, a storm water drainage system was constructed for the project site when the concrete building was completed. The existing storm water drainage system for the project site would not be altered as part of this project and would continue to effectively capture and treat storm water runoff prior to its entry into the receiving storm water system.

Among the limited on-site improvements that would be conducted outside of the existing concrete building is the conversion of one of the existing depressed truck loading docks to a truck wash area. Drop inlet catch basins would be constructed to drain wash water through a sand and oil separator to a sewer lift station/force main that is currently connected to the existing eight-inch on-site sewer main. The sand and oil separator would effectively remove urban pollutants associated with the truck wash water prior to the water entering the wastewater receiving system, but would not utilize the storm drain system.

In summary, because the construction of the proposed project would not alter the existing on-site drainage system, and the project would install a sand and oil separator in the proposed truck wash area, which would remove any potential pollutants from truck wash water, the project would have a ***less-than-significant*** impact related to water quality.

e) The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. In addition, a storm water drainage system was constructed for the project site when the concrete building was completed. The existing storm water drainage system for the project site would not be altered as part of this project. In addition, the amount of impervious surface area on the project site (approximately 227,648 sf = 78 percent of the project site) would not be increased as a result of the implementation of the proposed project. While the amount of impervious surface area would not be increased as a result of the project, thereby not increasing the amount or velocity of runoff on the site, the proposed truck wash area would generate additional site runoff. However, as mentioned above, this wash water would be routed directly to a sand and oil separator that would be connected to the existing wastewater infrastructure for the project site. As a result, the proposed project would have a ***less-than-significant*** impact related to causing significant changes in the flow velocity or volume of storm water runoff, which would cause environmental harm.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING -- Would the project:				
(a) Physically divide an established community?	( )	( )	( )	(X)
(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 an environmental effect?	( )	( )	(X)	( )
(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	( )	( )	( )	(X)

Comments:

a) The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. Given the developed condition of the project site as well as the site's immediate vicinity, the project would have ***no impact*** related to the physical division of an established community.

b) The site has a current General Plan land use designation of Light Industrial and is within the Light Manufacturing (LM) zoning district. A recycling processing center is a permitted use in the LM zoning district. However, per the State classification for a Materials Recovery and Recycling Facility (MRRF), which is the land use category the project applicant has applied under, if the MRRF has more than 10 percent residual waste, a Conditional Use Permit (CUP) is required. Because the proposed project is expected to produce 15 to 25 percent residual waste, the proposed project is subject to approval of a CUP by the Galt Planning Commission. Upon obtaining approval of a CUP from the City of Galt, the proposed project would be consistent with all applicable land use plans, policies, and regulations of agencies with jurisdiction over the project, which would result in a ***less-than-significant*** impact.

c) 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. The City of Galt is working with surrounding jurisdictions to prepare the South Sacramento Habitat Conservation Plan, which is not yet an adopted Plan. Therefore, ***no impact*** related to a habitat conservation plan or natural community conservation plan would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. 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 residents of the state?	( )	( )	( )	(X)
(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?	( )	( )	( )	(X)

Comments:

a,b) The Galt 2030 General Plan EIR does not specifically address mineral resources; thus this issue was determined to be less-than-significant during the EIR scoping stage of the analysis, and further assessment was not performed. The development of the proposed project would not result in the loss of any known mineral resources. Therefore, ***no impact*** to mineral resources would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE -- Would the project 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?	( )	( )	(X)	( )
(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	( )	( )	(X)	( )
(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	( )	( )	(X)	( )
(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	( )	( )	(X)	( )
(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?	( )	( )	( )	(X)
(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?	( )	( )	( )	(X)

Comments:

a,c) In order to determine the project's potential noise-related impacts, a noise analysis was prepared for the proposed project by j.c. brennan & associates, dated April 30, 2012. The results of the noise analysis are discussed below.

Existing Noise Environment

To quantify the existing ambient noise environment in the project vicinity, continuous 24-hour noise level measurements and short-term noise level measurements were conducted on and near the project site. The noise measurements were conducted to indicate typical background noise levels. The noise measurement locations are shown on Figure 4. The noise level measurement survey results are provided in Table 4.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all of the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period.

The noise level data shown in Table 4 indicates that background noise levels at Site A and Site 2 are consistent with those which would be expected in an industrial area, and in close proximity to an active railroad line. The measured noise levels at Site 1 were fairly low when trains were not present. When train passbys occurred, the background noise levels were fairly high.

Figure 4
Noise Measurement Locations

Figure 1
Cal Waste Recycling and Distribution Center
Project Area and Noise Measurement Sites

Table 4
Summary of Existing Background Noise Measurement Data
April 18-19, 2012

Site	Location	Ldn	Average Measured Hourly Noise Levels, dBA					
			Daytime (7am-10pm)			Nighttime (10pm-7am)		
			Leq	L50	Lmax	Leq	L50	Lmax
Continuous 24 Hour Noise Level Measurements								
A	Northwest corner of the project site (50 feet from the UPRR track centerline)	74 dBA	68.3	55	88.1	67.2	55	82.7
Short-term Noise Level Measurements								
1	13392 McFarland Street	NA NA	57.5 77.1	56 58	70.1 85.0	10:30 a.m. (No Trains) 1:05 p.m. (Train Passby)		
2	Enterprise Court	NA NA	59.6 60.5	57 57	69.8 70.3	9:30 a.m. 1:40 p.m.		
Source: j.c. brennan & associates, Inc., 2012								

Existing Traffic Noise Levels

To predict noise levels due to traffic, the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used. The Model is used in conjunction with the Calveno reference noise emission curves, and accounts for vehicle volume and speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the project site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. To calculate L_{dn}, average daily traffic (ADT) volume data is manipulated based on the assumed day/night distribution of traffic on the project roadways.

Traffic volumes for existing conditions were obtained from the City of Galt General Plan for Amador Avenue, Elm Avenue, and Industrial Drive. Table 5 shows the existing traffic noise levels in terms of L_{dn} at a reference distance of 50 feet from the centerlines of roadways. This table also shows the distances to existing traffic noise contours.

Table 5
Existing Noise Levels and Distances to Contours

Roadway	Segment	L_{dn} @ 50 Feet	Distance to Contours (feet)		
			70 dB	65 dB	60 dB
Amador Avenue	East of Lincoln	58 dBA	8	18	38
Elm Avenue	East of McFarland	63 dBA	17	37	80
Industrial Drive	North of Elm	59 dBA	9	19	41
Notes: Distances to traffic noise contours are measured in feet from the centerlines of the roadways.					

Noise-Level Thresholds

The Galt 2030 General Plan EIR provides the following significance criteria for changes in traffic noise levels associated with the proposed project:

- If the noise level resulting from project operations would exceed the "normally acceptable" range for a given land use where the existing noise level exceeds the normally acceptable range, a 3 dBA or greater increase due to the project is considered significant;
- If the noise level resulting from project operations would exceed the "normally acceptable" range

for a given land use where the existing noise level is within the normally acceptable range, a 5 dBA or greater increase due to the project is considered significant; or

- If the noise level resulting from project operations would be within the "normally acceptable" range for a given land use, a 10 dBA or greater increase due to the project is considered significant.

For non-transportation noise sources, the City of Galt Noise Element outlines criteria applicable to "non-transportation" or "locally regulated" noise sources associated with new industrial or commercial projects. Projects that create new stationary noise sources or change existing stationary noise sources are required to adhere to the performance standards outlined in Table 6.

Table 6
Noise Level Performance Standards for Residential Areas Affected by Non-Transportation Noise

Noise Level Descriptor	Exterior Noise Level Standards, dBA	
	Daytime (7:00 a.m.-10:00 p.m.)	Nighttime (10:00 p.m.-7:00 a.m.)
Hourly L_{eq}, dB	50	45
Maximum Level, dB	70	65

These standards apply to new or existing residential areas affected by new or existing non-transportation noise sources.

Each of the noise level standards specified above shall be reduced by five dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

Project-Related Noise Levels

Project-Related Traffic Noise Levels

To predict noise levels due to traffic, the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used. The Model is used in conjunction with the Calveno reference noise emission curves, and accounts for vehicle volume and speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the project site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. To calculate L_{dn}, average daily traffic (ADT) volume data is manipulated based on the assumed day/night distribution of traffic on the project roadways.

Table 7 shows the predicted increases in traffic noise levels on Amador Avenue, Elm Avenue, and Industrial Drive for Existing Conditions, Existing + Project Conditions, Cumulative Conditions, and Cumulative + Project Conditions. The Table also provides the day/night average (L_{dn}) at a standard distance of 50 feet from the centerlines of the project-area roadways. The project description indicates that truck traffic will not utilize Pringle Avenue. Amador Avenue and Elm Avenue were considered the most direct routes to SR 99.

Table 7
Predicted Traffic Noise Levels and Project-Related Traffic Noise Level Increases

Roadway	Segment	L_{dn} @ 50 Feet (Surface Streets), dBA					
		Existing	Existing +Project	Change	Future (2030)	Future (2030) +Project	Change
Amador Avenue	East of Lincoln	58 dBA	59 dBA	+ 1 dBA	68 dBA	68	0
Elm Avenue	East of McFarland	63 dBA	64 dBA	+ 1 dBA	68 dBA	68	0
Industrial Drive	North of Elm	59 dBA	62 dBA	+ 3 dBA	69 dBA	69	0

Source: j.c. brennan & associates, Inc., 2012

Per Table 7, the proposed project would result in a 3 dB increase along Industrial Drive, north of Elm Avenue. However, along Industrial Drive, the land uses are generally industrial, and the upper limit of the "normally acceptable" range for industrial uses per the General Plan Noise Element is 75 dBA Ldn. Therefore, because the above-listed thresholds of significance allow a 5 dB increase where normally acceptable levels are not exceeded under existing conditions, which is the case for the subject segment of Industrial Drive, the 3 dB increase along Industrial Drive resulting from the project would not constitute a significant impact.

Project-Related Stationary Noise Levels

j.c. brennan & associates, Inc. conducted noise level measurements of similar activities at the Salinas Disposal Transfer Station and Recycling Center, and the Sacramento Recycling and Transfer Station. Noise level measurements were conducted for individual truck deliveries, and loading of trucks. In addition, noise levels associated with sorting of materials included fork lift operations and front end loader operations.

The noise level measurements which were conducted at the Sacramento Recycling and Transfer Station located on Fruitridge Road in Sacramento, resulted in hourly noise levels of 57 dBA Leq, 55 dBA L50 and 71 dBA Lmax at a distance of 200 feet. The primary noise sources included sorting of materials and unloading materials on the tipping floor and loading of trucks. Noise sources that dominated the measured noise levels included truck traffic and front end loaders.

The noise level measurements that were conducted at the Salinas Disposal Transfer Station located at 1120 Madison Lane in Salinas, California, resulted in hourly noise levels of 62 dBA Leq, 56 dBA L50 and 77 dBA Lmax at a distance of 100 feet. The primary noise sources included sorting of materials and unloading materials on the tipping floor and loading of trucks. Once again, the noise sources that dominated the measured noise levels included truck traffic and front end loaders.

The nearest residential property line is located approximately 600 feet from the primary recycling and processing area. Based upon the noise measurements collected at the two facilities described above, the predicted noise levels at the nearest residential property line are 47.5 dBA Leq, 46 dBA L50, and 62 dBA Lmax. Currently, the existing UPRR railroad track bed is elevated a minimum of 8-feet above the project site. Using a barrier calculation methodology, the shielding from the railroad bed at the nearest residence is calculated to be -5 dBA. Therefore, the predicted hourly noise levels at the nearest residential property line, after including shielding from the railroad bed are 42.5 dBA Leq, 41 dBA L50, and 57 dBA Lmax. Assuming that the facility operates continually for 24-hours, the predicted Ldn at the nearest residential property line is 48.9 dBA.

The above-predicted noise levels would comply with the City of Galt General Plan Noise Element, and the City of Galt Noise Ordinance. In addition, the noise levels are less than the existing measured background noise levels.

Conclusion

The traffic noise levels generated by the proposed project as well as the stationary noise sources generated by the project would be below the City's relevant noise level thresholds. As a result, the project would have a ***less-than-significant*** impact regarding a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

b) Limited vibration-generating activities are anticipated during construction of the proposed project given the fact that proposed construction on the site is limited to improvements within the existing concrete building and the existing paved parking lot (e.g., new interior offices, a new truck wash area, installation of a truck scale, and chain link fencing around the perimeter of the parking lot). Sensitive receptors are more than 400 feet from the construction site. Based upon Table 8, construction activities could produce peak particle velocities of no more than 0.2 inches/second at a distance of 25 feet. The City of Galt does not

contain specific policies pertaining to vibration levels. Based upon Caltrans data, the threshold for architectural damage to structures is considered to be 0.20 in/sec p.p.v. Based upon a distance of more than 400 feet to the nearest residential structure, and comparing the vibration levels to the above-noted criteria, it is not expected that construction activities would create vibration levels which would be perceptible at any residential uses. Therefore, this impact is considered ***less-than-significant***.

Table 8
Vibration Levels for Various Types of Construction Equipment

Type of Equipment	Peak Particle Velocity @ 25 feet (inches/second)	Approximate Velocity Level @ 25 feet (VdB)
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Small Bulldozer	0.003	58
Auger/drill Rigs	0.089	87
Jackhammer	0.035	79
Vibratory Hammer	0.070	85
Vibratory Compactor/roller	0.210	94

d) During the construction phase of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. Activities involved in construction would generate maximum noise levels, as indicated in Table 9, ranging from 76 to 88 dB at a distance of 50 feet. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours.

Table 9
Construction Equipment Noise

Type of Equipment	Predicted Noise Levels, L_{max} dB				Distances to Noise Contours (feet)	
	Noise Level at 50'	Noise Level at 100'	Noise Level at 200'	Noise Level at 400'	70 dB L_{max} contour	65 dB L_{max} contour
Backhoe	78	72	66	60	126	223
Compactor	83	77	71	65	223	397
Compressor (air)	78	72	66	60	126	223
Concrete Saw	90	84	78	72	500	889
Dozer	82	76	70	64	199	354
Dump Truck	76	70	64	58	100	177
Excavator	81	75	69	63	177	315
Generator	81	75	69	63	177	315
Jackhammer	89	83	77	71	446	792
Pneumatic Tools	85	79	73	67	281	500

Construction activities are conditionally exempt from the Noise Ordinance during certain hours. Construction activities are exempt from the noise standard from 6 a.m. to 8 p.m. Monday through Friday, and from 7 a.m. to 8 p.m. on Saturdays and Sundays.

Therefore, because construction noise would be temporary, exempt from City noise standards, and would not cause a substantial increase in ambient noise levels in the project vicinity, impacts would be considered ***less-than-significant***.

e,f) The project site is not located within the vicinity of a public airport or a private airstrip and is not within an airport land use plan. Therefore, the proposed project would not be exposed to excessive air traffic noise, and ***no impact*** would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING -- Would the project:				
(a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure)?	( )	( )	( )	(X)
(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	( )	( )	( )	(X)
(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	( )	( )	( )	(X)

Comments:

a) The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. The proposed project consists of the operation of a recycling processing center in the existing on-site building; and as such, the project would not directly induce population growth in the area. Operations of the recycling processing center would include receipt, sorting, processing, and shipping of recyclable materials. Approximately 150 tons per day of commingled single-stream recyclables generated from the City of Galt and surrounding communities, including, but not limited to, Rancho Murrieta, Woodbridge, Sacramento, and San Joaquin Counties would be received and processed.

In addition, the project does not include extension of roads or other infrastructure; rather, proposed construction on the site is limited to above-ground improvements within the existing concrete building and the existing paved parking lot (e.g., new interior offices, a new truck wash area, installation of a truck scale, and chain link fencing around the perimeter of the parking lot).

Because the project does not include new home construction, or the extension of roads or other infrastructure that could indirectly induce population growth, the project would have ***no impact*** related to inducing substantial population growth.

b,c) The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. Given the developed condition of the project site as well as the site's immediate vicinity, the project would have ***no impact*** related to the displacement of substantial numbers of existing housing or people.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. 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 objectives for any of the public services:				
(a) Fire protection?	( )	( )	(X)	( )
(b) Police Protection?	( )	( )	(X)	( )
(c) Schools?	( )	( )	(X)	( )
(d) Parks?	( )	( )	( )	(X)
(e) Other public facilities?	( )	( )	(X)	( )

Comments:

a) The Cosumnes CSD Fire Department operates 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. Two stations are located in the City of Galt: Fire Station 45 at 229 5th Street and Fire Station 46 at 1050 Walnut Avenue. Both stations are located just over 1 mile from the project site.

Per City policy, the project applicant is required to pay a development impact fee and a public safety fee. Payment of fees would ensure that adequate fire services would be available to serve the proposed project. In addition, the existing on-site building is equipped with appropriate fire safety design features, including fire hydrants, diesel engine fire protection, and a fire backflow device. As a result, the proposed project would not result in a need for new, or improvements to existing, fire protection facilities, construction of which could cause significant environmental impacts, and impacts would be considered ***less-than-significant***.

b) The Galt 2030 General Plan EIR determined that the City's cost to maintain equipment, facilities, and to train and equip law enforcement personnel would be offset through the increase of revenue, and fees, generated by future development. The applicant would be required to pay all applicable fees, including a development impact fee and public safety fee. In addition, as indicated on Figure 3, a new chain link fence would be placed along the eastern property line, and new rolling gates would be located at the southeast entry and at the north entry. With the addition of these fencing components, the entire site would be secured via chain link fencing. Therefore, the proposed project would not result in a need for new, or improvements to existing, police protection facilities, construction of which could cause significant environmental impacts, and impacts would be considered ***less-than-significant***.

c) The proposed project consists of the operation of a recycling processing center in the existing on-site concrete building. Such a use would not generate additional students requiring accommodation in the surrounding school system. As a result, the proposed project would not result in a need for new, or improvements to existing, school facilities, construction of which could cause significant environmental impacts, and impacts would be considered ***less-than-significant***.

d) The proposed project does not include park facilities. In addition, because the project would not directly or indirectly increase substantial population growth, an increased demand for new or expansion of any existing park facilities, construction of which could cause significant environmental impacts, would not occur. Therefore, ***no impact*** to park facilities would occur.

e) The proposed project would be consistent with proposed land use designations for the site; therefore, the proposed project was anticipated for development. As a result, the proposed project would not result in 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 objectives for any other public services. Therefore, a ***less-than-significant*** impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. 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?	( )	( )	( )	(X)
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have been ad adverse physical effect on the environment?	( )	( )	( )	(X)

Comments:

a,b) The proposed project does not include neighborhood recreational facilities. In addition, because the project would not directly or indirectly increase substantial population growth, an increased demand for new or expansion of any existing recreational facilities would not occur. Therefore, ***no impact*** to recreational facilities would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. 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?	( )	( )	(X)	( )
(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?	( )	( )	(X)	( )
(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?	( )	( )	( )	(X)
(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	( )	( )	( )	(X)
(e) Result in inadequate emergency access	( )	( )	( )	(X)
(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?	( )	( )	(X)	( )

Comments:

a,b) The proposed project would be located in an existing building of an existing Industrial Park. Truck access to and from SR 99 would be by using designated truck routes east of Industrial Drive, which would avoid Pringle Ave. Access to the site is currently through Enterprise Court. Trucks would travel north from Enterprise Court along the east side of the building to the two northeastern-most

loading docks for loading and unloading of materials. Truck parking would be located along the northern and northeastern borders of the project site. Employee parking would be located along the northern, eastern, and southern border of the project site, accessible by Enterprise Court. New access points or roadways are not being proposed.

The proposed project would provide both residential and commercial solid waste services to the area bounded by the following: the northern limits of Elk Grove, which is the northern boundary; the southern limits of Stockton and the Sacramento/San Joaquin County line, which is the southern boundary; the Sacramento/Amador County line, which is the eastern boundary; and Sacramento/Solano County line, which is the western boundary. Residential customers for the proposed project would include the City of Galt at approximately 60 percent, Rancho Murieta at approximately 25 percent, and Woodbridge at approximately 15 percent.

Approximately 80 to 100 30 to 38-cubic-yard side and front load packer trucks and roll-off trucks would collect and deliver material to the project site per day. The trucks would leave the project site and proceed on a collection route, pick up materials until full, return to the site to unload, then return to collection route and continue. This cycle would continue until the trucks have completed the collection routes. Trucks would leave the facility at 4:30, 5:30, and 6:00 AM to start both the commercial and residential collection routes. Typically, trucks servicing commercial establishments would start at 4:30 AM and would be completed by between 10:30 AM and 12:00 PM. For residential collection routes, the trucks would leave the site at 5:30 or 6:00 AM and would be completed between 1:30 PM and 2:30 PM. Consequently, the truck trips would generally be occurring during non-peak hour traffic periods.

In addition to the collection truck trips, four to six 40-foot flatbed and panel trailer truck trips are anticipated per day for the hauling of residual waste to regional landfills. All trips would be round trip between the site and either the North County Landfill in San Joaquin County or the Kiefer Road Landfill in Sacramento County, both of which are located approximately 22 miles from the project site.

The proposed project would require 60 employees, which would include truck drivers and shop and office staff. Shop and office staff would work under three shifts per day – from 6:00 AM to 2:30 PM, from 8:00 AM to 5:00 PM, and from 9:30 AM to 6:00 PM. Thus, the estimated 120 employee vehicle trips would occur during peak traffic hours.

It should be noted that the collection truck trips, employee trips, transport truck trips for finished products, and hauling trucks for landfill disposal are all existing regional trips. It should also be noted that implementation of the proposed project would substantially reduce the VMT in the region from that of the current operations of the existing Cal Waste facility, located in the City of Lodi (See Section VII, Greenhouse Gas Emissions, of this IS for further details).

According to the existing land use designation of Light Industrial for the project site, approximately 715 trips would be allowed at the site, based on a weekday trip end generation rate of 7.3 trips per 1,000 square feet of building area for Industrial Plant under 500,000 square feet.[2] The proposed project would entail a maximum of approximately 226 trips, including employee vehicle and truck trips. Therefore, the project would be within the limits of what is allowable and has been anticipated for the site per the City of Galt General Plan and General Plan EIR.

In conclusion, the proposed project would consist of fewer vehicle trips than what is allowable and anticipated for the site under the current General Plan land use designation. In addition, the majority of truck trips would occur during non-peak hours. Furthermore, the project would not substantially increase the number of regional trips, but would result in a reduction in the regional VMT. Therefore, the proposed project would not be expected to conflict with an applicable plan, ordinance or policy or with an applicable congestion management program, and a ***less-than-significant*** impact would occur.

c) The proposed project is not located near an airport, and does not include any improvements to

[2] City of Galt Environmental Information Form for the proposed project, dated March 14, 2012.

airports or a change in air traffic patterns. Therefore, because the proposed project would not result in a change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks, ***no impact*** would occur.

d,e) The proposed project would be located in an existing building and does not involve changes to the circulation system. Thus, new tight curves or other hazards from design features would not result with implementation of the proposed project. In addition, because the existing site access or other surrounding roadways would not be modified as part of the proposed project, emergency access to the project site would remain adequate. Therefore, ***no impact*** would occur related to design hazards and emergency access.

f) The proposed project would be located in an existing building in an existing Industrial Park. Thus, the project would not modify any existing public transit, bicycle, or pedestrian facilities. Because the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, the project's impact would be considered ***less-than-significant***.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	( )	( )	(X)	( )
(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?	( )	( )	(X)	( )
(c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	( )	( )	(X)	( )
(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	( )	( )	(X)	( )
(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?	( )	( )	(X)	( )
(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	( )	( )	(X)	( )
(g) Comply with federal, state, and local statutes and regulations related to solid waste.	( )	( )	(X)	( )

Comments:

Wastewater

The City's current wastewater collection system includes approximately 79 miles of sewer mains and trunk sewers. The wastewater is collected through the sewer mains and trunk sewers, then conveyed to the Live Oak pump station and ultimately to the City's wastewater treatment plant (WWTP). The WWTP has a capacity of 3.0 mgd and is currently operating at 2.2 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 compliance with the requirements of the Regional Water Quality Control Board (RWQCB), and to ensure adequate capacity for planned future development.

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, are funded by a supplemental monthly

utility fee on existing accounts, as well as new development impact fees.

It should be noted that a Wastewater Collection System Master Plan was prepared for the City in May of 2010 by Carollo Engineers. Utilizing the proposed land uses and buildout scenario of the 2030 General Plan, sewer generation estimations were developed for the various land uses, including volume and character flows. The sewer generation estimates will be used to adequately size and maintain sewer system facilities. Current existing wastewater generation flows include an average of 1,000 to 4,000 gallons per day per acre (gpda) for residential areas; 500 to 2,500 gpda for commercial and industrial, with typical averages of 800 to 1,000 gpda; and negligible amounts for open space and agriculture land use designations. Based on projected buildout of the 2030 General Plan, the Master Plan estimated that wastewater flow will increase by an annual rate of 2.6 to 4.3 percent between 2008 and buildout, with an average daily flow approaching 5.6 million gallons per day (mgd).

Water Supply

A Water Distribution System Master Plan was prepared for the City in May of 2010 by Carollo Engineers. The Master Plan indicates that current water infrastructure includes 99 miles of pipeline, twelve groundwater wells, three treatment plants, and four storage reservoirs with booster pump stations. The source for providing water to the current service area comes from the Cosumnes groundwater subbasin. The average per capita demand in 2007 was 210 gallons per capita per day with maximum demand occurring during the summer months of July and August.

Existing wells are near capacity and continued growth is anticipated to trigger the need for new facilities. The Water Distribution System Master Plan identifies phased improvements for existing and future users accordingly, with the majority of the improvements being recommended to serve future users.

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 some of the 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 2009 financial report for the Sacramento County Department of Waste Management and Recycling,[3] as of June 30, 2009, the capacity of the Kiefer Landfill used to date was 29 percent and the estimated remaining landfill life was 64 years.

a,b,e) As discussed above, the City's WWTP has a capacity of 3.0 mgd and is currently operating at 2.2 mgd. The proposed project includes the operation of a recycling processing center in the existing on-site building. Operations of the recycling processing center would include receipt, sorting, processing, and shipping of recyclable materials. Construction is limited to site improvements such as new interior offices, a new truck wash area, installation of a truck scale, and fencing around the perimeter of the building. The truck scale would be outside the building on the east side of the site and would be a recessed type of scale in order to eliminate sloped ramps. One of the existing depressed truck loading docks would be converted to a wash rack. Drop inlet catch basins would be constructed to drain through a sand and oil separator to a sewer lift station/force main that is connected to the existing eight-inch on-site sewer main.

Utilizing the City's rates, the project application states that approximately 3,364 gallons of wastewater would be generated on-site per day. This wastewater would be collected by existing on-site wastewater infrastructure installed during the development of the on-site concrete building. Construction of additional wastewater infrastructure would not be necessary. Given the remaining capacity at the City's WWTP, and the fact that the amount of wastewater generated by the project has already been

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

anticipated in the General Plan wastewater projections due to the project's consistency with the existing Industrial land use designation for the site, the project would have a ***less-than-significant*** impact to wastewater facilities.

c) The 6.68-acre project site is developed and located within an existing Industrial Park. Existing improvements include a partially vacant 97,896-square-foot concrete tilt-up building and associated parking lot with truck loading docks. In addition, a storm water drainage system was constructed for the project site when the concrete building was completed. The existing storm water drainage system for the project site would not be altered as part of this project. In addition, the amount of impervious surface area on the project site (approximately 227,648 sf = 78 percent of the project site) would not be increased as a result of the implementation of the proposed project. While the amount of impervious surface area would not be increased as a result of the project, thereby not increasing the amount of runoff on the site, the proposed truck wash area would generate wash water that would be routed directly to a sand and oil separator that would be connected to the existing wastewater infrastructure for the project site. As a result, the proposed project would have a ***less-than-significant*** impact related to requiring the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

d) Water supply infrastructure has already been installed on-site, commensurate with the construction of the on-site concrete building. This water infrastructure would serve the project's water demand. According to the project application, the project would require approximately 56,840 gallons of water per day. Combined with existing on-site uses, the total water demand for the site would be approximately 88,641 gallons per day. Because the proposed project is consistent with the current General Plan Industrial land use designation for the site, the water demand associated with the project has already been anticipated in the General Plan water projections. The Galt 2030 General Plan EIR (p. 6-10) concluded that buildout of the General Plan would result in a less-than-significant impact to water supply. Consistent with this conclusion, the water demand associated with the proposed project would result in a ***less-than-significant*** impact to water supply.

f,g) The project consists of the operation of a recycling processing center in the existing partially vacant on-site building. Operations of the recycling processing center would include receipt, sorting, processing, and shipping of recyclable materials. Approximately 150 tons per day of commingled single-stream recyclables generated from the City of Galt and surrounding communities, including, but not limited to, Rancho Murieta, Woodbridge, Sacramento, and San Joaquin Counties would be received and processed. The recyclable materials would include, but would not be limited to, the following: newspaper; cardboard; mixed paper (junk mail, magazines, catalogs, etc.); various plastics; aluminum and bi-metal cans; and glass. Once separated by mechanical and/or manual methods, the recyclable materials would be processed and shipped to market. All recovered fiber, plastic, and metal materials would be baled for shipping. Market destinations would vary.

The proposed project is expected to produce 15 to 25 percent residual waste, which, given the anticipated receipt of 150 tons per day of recyclables, would equate to approximately 22.5 to 37.5 tons per day. Residual waste would be containerized or baled and then loaded into roll-off trucks or a walking floor trailer to be hauled via transfer truck to regional landfills, such as the North County Landfill in San Joaquin County and the Kiefer Road Landfill in Sacramento County, for disposal. Trucks hauling waste from the site to the North County Landfill would travel approximately 22 miles, and approximately 35 minutes, southeast of the project site, along SR 99 South, East Kettleman Lane, south on SR 88 West, and east on East Harney Lane. Trucks hauling waste to the Kiefer Landfill would travel approximately 22 miles north of the site, along SR 99 North and then Grant Line Road, which would result in an estimated travel time of 35 minutes.

As noted above, as of 2009 only 29 percent of the capacity of the Kiefer Landfill was used and the estimated remaining landfill life was 64 years. The residual waste generated by the proposed project could be accommodated within the remaining capacity of the Kiefer Landfill. In addition, some of the residual waste would be delivered to the North County Landfill in San Joaquin County. It should also be pointed out that the proposed project is specifically designed to recycle solid waste materials, thereby reducing the overall waste stream received by nearby landfills. As a result, the project's impact to solid

waste facilities would be ***less-than-significant***.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE --	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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?	( )	( )	(X)	( )
(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 probably future projects)?	( )	( )	(X)	( )
(c) Does the project have environment effects which will cause substantial adverse effects on human beings, either directly or indirectly?	( )	( )	(X)	( )

Comments:

a) Given the developed condition of the project site and the fact that proposed construction on the site is limited to improvements within the existing concrete building and the existing paved parking lot (e.g., new interior offices, a new truck wash area, installation of a truck scale, and chain link fencing around the perimeter of the parking lot), the proposed project would have a low 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. As a result of the above, the proposed project would have a ***less-than-significant*** impact.

b,c) This IS demonstrates that the proposed project would not be expected to result in adverse impacts to human beings, either directly or indirectly. In addition, all project impacts identified in this IS would be less-than-significant and the project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. Therefore, the project's impact would be considered ***less-than-significant***.