

5

STATUTORILY REQUIRED SECTIONS

5.1 INTRODUCTION

The Statutorily Required Sections chapter of the EIR includes brief discussions regarding those topics that are required to be included in an EIR, pursuant to *CEQA Guidelines*, Section 15126.2. The chapter includes a discussion of the proposed project's potential to induce economic or population growth. In addition, the chapter includes lists of cumulative impacts, energy impacts, significant irreversible environmental changes, and significant and unavoidable impacts caused by the proposed project.

5.2 GROWTH-INDUCING IMPACTS

An EIR must discuss the ways in which a proposed project could foster economic or population growth in the vicinity of the project and how that growth would, in turn, affect the surrounding environment (see *CEQA Guidelines*, Section 15126.2[d]). Growth can be induced in a number of ways, including through the elimination of obstacles to growth or through the stimulation of economic activity within the region. The discussion of the removal of obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval.

A number of issues must be considered when assessing the growth-inducing effects of development plans, such as the proposed project, including the following:

Elimination of Obstacles to Growth: The extent to which infrastructure capacity provided to accommodate the proposed project would allow additional development in surrounding areas; and

Economic Effects: The extent to which development of the proposed project could cause increased activity in the local or regional economy.

Growth-inducing impacts associated with the proposed project would be considered to be any effects of the project allowing for additional growth or increases in population beyond that proposed by the project or anticipated in the 2030 Galt General Plan.

A physical obstacle to growth typically involves the lack of public service infrastructure. The extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas that are not currently provided with these services, would be expected to support new development. Similarly, the elimination or change to a regulatory obstacle, including existing growth and development policies, could result in new growth.

As discussed in this Draft EIR, the Eastview Specific Plan (proposed project) includes development of residential land and would increase population. In addition, development of the proposed project includes connections to the adjacent existing major utility lines including electricity, natural gas, and water. Sewage disposal would be required for the proposed project and would be treated using sewage disposal that would be sized to accommodate the estimated sewer generation of the proposed project only. Drainage infrastructure would be required on-site, such as drainage swales and storm drain pipes. All infrastructure improvements required for the proposed project would be designed to serve only the project. Therefore, the extension of public service infrastructure to the project site would not result in removal of any physical obstacles to growth.

5.3 AREAS OF KNOWN CONTROVERSY

Pursuant to CEQA Guideline 15123 (b)(2), the EIR shall identify any areas of known controversy. Potential areas of known controversy relate to water supply, particulates and Greenhouse Gas Emissions (GHG), as well as traffic increase and congestion in relation to the development of the proposed project. The areas of known controversy are based on the comment letters received on the Notice of Preparation (NOP) for the proposed project. Further detail on water supply is found in the Public Services and Utilities / Recreation chapter of this EIR. In addition, further detail of particulates and GHG is found in the Air Quality and Greenhouse Gas Emissions chapter of this EIR. Furthermore, information related to traffic increase and congestion is found in the Transportation and Circulation chapter of this EIR.

5.4 CUMULATIVE IMPACTS

CEQA Guidelines, Section 15130 requires that an EIR discuss the cumulative and long-term effects of the proposed project that adversely affect the environment. “Cumulative impacts” are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (*CEQA Guidelines*, Section 15355). “[I]ndividual effects may be changes resulting from a single project or a number of separate projects” (*CEQA Guidelines*, Section 15355, subd. [a]). “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time” (*CEQA Guidelines*, Section 15355, subd. [b]).

The need for cumulative impact assessment reflects the fact that, although a project may cause an “individually limited” or “individually minor” incremental impact that, by itself, is not significant, the increment may be “cumulatively considerable,” and, thus, significant, when viewed together with environmental changes anticipated from past, present, and probable future projects (*CEQA Guidelines*, Section 15064, subd. [h(1)], Section 15065, subd. [c], and Section 15355, subd. [b]). Accordingly, particular impacts may be less than significant on a project-specific basis but significant on a cumulative basis if their small incremental contribution, viewed against the larger backdrop, is cumulatively considerable. However, it should be noted that *CEQA Guidelines*, Section 15064, Subdivision (h)(5) states, “[...]the mere existence of

significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable." Therefore, even where cumulative impacts are significant, any level of incremental contribution is not necessarily deemed cumulatively considerable.

Section 15130(b) of *CEQA Guidelines* indicates that the level of detail of the cumulative analysis need not be as great as for the project impact analyses, but that analysis should reflect the severity of the impacts and their likelihood of occurrence, and that the analysis should be focused, practical, and reasonable. To be adequate, a discussion of cumulative effects must include the following elements:

- (1) Either (a) a list of past, present and probable future projects, including, if necessary, those outside the agency's control, or (b) a summary of projections contained in an adopted general plan or related planning document, or in a prior certified EIR, which described or evaluated regional or area-wide conditions contributing to the cumulative impact, provide that such documents are reference and made available for public inspection at a specified location;
- (2) A summary of the individual projects' environmental effects, with specific reference to additional information and stating where such information is available; and
- (3) A reasonable analysis of all of the relevant projects' cumulative impacts, with an examination of reasonable, feasible options for mitigating or avoiding the project's contribution to such effects (Section 15130[b]).

For some projects, the only feasible mitigation measures will involve the adoption of ordinances or regulations, rather than the imposition of conditions on a project-by-project basis (Section 15130[c]). Section 15130(a)(3) states that an EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable, and thus not significant, if a project is required to implement or fund the project's fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

Cumulative Setting

The lead agency should define the relevant geographic area of inquiry for each impact category (id., Section 15130, subd. [b][3]), and should then identify the universe of "past, present, and probable future projects producing related or cumulative impacts" relevant to the various categories, either through the preparation of a "list" of such projects or through the use of "a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact" (id., subd. [b][1]).

The proposed project, in conjunction with development in the vicinity of the project site and within the region, would contribute to cumulative environmental impacts. The cumulative analysis for the proposed project is based on buildout of the 2030 Galt General Plan as well as present and probable future projects within the region. In addition, the cumulative traffic analysis

was based on full buildout of the City of Galt General Plan consistent with the assumptions utilized for the Transportation Impact Analysis Report prepared for the proposed project, the cumulative setting incorporates the planned land use development and transportation projects within the City of Galt as well as the surrounding areas. The approved and pending projects within the City of Galt which were assumed to be completed in the cumulative setting for the Transportation Impact Analysis Report are summarized in Table 5-1. Cumulative impacts are analyzed within each technical chapter are summarized below.

Table 5-1 Approved and Pending Project List			
Residential Projects			
Final Maps	Unit Type	Dwelling Units	
Creekside 2, Unit 2	Single-Family	16	
Creekside 4	Single-Family	53	
Countryside 2	Single-Family	14	
Meadows	Single-Family	15	
River Oaks 3	Single-Family	18	
Chancellor Estates 6	Single-Family	20	
Sommerset 2	Single-Family	4	
Tentative Maps		Dwelling Units	
Creekside 3	Single-Family	71	
Fairway Oaks	Single-Family	70	
Four Seasons Estates	Single-Family	26	
Lexington Heights	Single-Family	60	
Park Creek Village	Single-Family	20	
River Oaks 3 Vesting Tentative Map	Single-Family	110	
Morali Estates	Single-Family	50	
Parlin Oaks	Single-Family	0	
Lonnie Estates	Single-Family	16	
Non-Residential Projects			
Project Name	Land Use	Acres	Estimated Sq. Ft.
Simmerhorn Gas & Fast Food	Commercial	1.5	5,000
Simmerhorn Restaurant	Commercial	1.5	6,000
Simmerhorn (anchor)	Commercial	5.4	70,000
Simmerhorn Comm.	Commercial	2.0	21,000
Ace Hardware	Commercial	1.04	13,000
KMS - Industrial	Industrial	9.4	160,000
Zeemont - Retail Pad	Commercial	1.62	13,000
Zeemont - Auto Parts Retailer	Commercial	5.0	10,000
Zeemont - Drive-Thru Pad	Commercial	1.0	4,100
Zeemont - Restaurant Pad	Commercial	1.4	6,000
Galt Village Center Pad	Commercial	0.39	4,000
Galt Village Center Pad	Commercial	0.23	2,000
McDonalds (TC-Stockton Blvd.)	Commercial	1.16	4,316
Stockton Blvd. Gas Station	Commercial	1.2	4,000

Source: Omni-Means, 2015.

Cumulative Impacts

Cumulative impacts are analyzed in each of the technical chapters of this EIR (chapters 4.1 through 4.12) and are summarized below.

Aesthetics

The Aesthetics chapter of the EIR addresses cumulative impacts associated with long-term changes in visual character and creation of new sources of light or glare separately. Each of the discussions included in the EIR are summarized below.

Visual Character

According to the General Plan EIR, buildout of the General Plan would result in the permanent alteration of the visual character of the City of Galt's Sphere of Influence from a more rural setting to a setting that is characterized by suburban or urban uses (i.e., streets, residences, and community commercial shopping centers). In addition, buildout of the General Plan would contribute to cumulatively considerable aesthetic impacts. Consequently, even with implementation of the policies and implementation programs identified in the City's General Plan, as well as adopted City regulations to enhance the City's current community character and preserve open space, development of the General Plan area was determined in the General Plan EIR to result in a significant and unavoidable cumulative impact to aesthetics. Although the proposed project would comply with all applicable standards and regulations, impacts related to a substantial adverse effect on a scenic vista, degradation of the existing visual character and quality of the project site and surrounding area, and creation of new sources of light or glare would still occur. Therefore, consistent with the General Plan EIR conclusion, the proposed project's incremental contribution towards cumulative aesthetic impacts would be considered ***significant and unavoidable***.

Light or Glare

The change of the Liberty Ranch site from a predominantly agricultural area to a development containing residential (of varying densities) uses would generate new sources of light. In addition, the future development of the non-participating properties would be anticipated to include additional lighting consistent with the surrounding planned development. The introduction of new sources of light and glare due to buildout of the project site would substantially alter the currently unlit conditions of the proposed project site.

The proposed building and street lighting would be designed to minimize potential impacts on surrounding properties in accordance with standards included in the Eastview Specific Plan (EVSP) Development Standards and Design Guidelines, as well as the City's General Plan goals and policies and Municipal Code. Although elimination of project-related light and glare would be impossible, compliance with the EVSP Development Standards and Design Guidelines and the City's Municipal Code would help to reduce the amount of lighting trespassing on adjacent areas, as well as reflective surfaces and materials that could contribute to glare.

Although the types of lighting and the specific locations have not yet been determined, the proposed project would substantially increase the amount of light and glare on-site from currently unlit conditions, which could be visible from nearby sensitive visual receptors. In addition, due to the size and existing undeveloped nature of the project site, a lighting plan should be required to ensure light trespass is minimized and the proper non-reflective building materials are utilized. Because the project would introduce land uses and structures that would contribute a substantial amount of new light or glare into an area that currently has minimal light or glare, the impact is considered potentially significant. However, implementation of Mitigation Measure 4.1-6 of this EIR would reduce the cumulative impact to a less-than-significant level.

Agricultural Resources

Portions of the proposed project site have been historically used for agricultural operations and are currently being farmed. The proposed project would redistribute the land use designations within the 338-acre Liberty Ranch area, while retaining the currently adopted General Plan land use designations in the “Future Growth Area” and the non-participating properties annexation area. Consistent with the General Plan EIR, implementation of the proposed project would result in the conversion of agricultural land on the Liberty Ranch property to urban uses. Policies included in the General Plan EIR which aim to alleviate the impact are summarized in various General Plan Elements; however, buildout of the General Plan would permanently convert important farmland to non-agricultural uses. Consistent with the Galt General Plan EIR, feasible mitigation measures do not exist to reduce the above impact to a less-than-significant level. Therefore, the impact would remain *significant and unavoidable*.

Air Quality and Climate Change

The Air Quality and Climate Change chapter of the EIR addresses cumulative impacts associated with regional air quality and climate change separately. Each of the discussions included in the EIR are summarized below.

Cumulative Criteria Air Pollutants

The General Plan EIR concluded that buildout of the entire General Plan would contribute to a cumulatively significant environmental impact associated with cumulative air quality and climate change. The proposed project would result in operational emissions of NO_x and reactive organic gases (ROG) in excess of the applicable thresholds of significance. Accordingly, the proposed project’s operational emissions would contribute to the significant and unavoidable impact identified for buildout of the General Plan; however, that the proposed project would result in fewer residential units and less commercial square footage from what has been anticipated and analyzed for the site per the General Plan and associated EIR. The modifications in land uses would result in an associated reduction of vehicle trips, which would result in fewer associated mobile emissions, including criteria air pollutant emissions, from what has been in the General Plan. Thus, the proposed project’s incremental contribution towards the significant and unavoidable impact identified for buildout of the General Plan would be less than what has been anticipated for the site. Nonetheless, the proposed project would contribute towards the significant and unavoidable impact identified for buildout of the General Plan; therefore the

proposed project's incremental contribution towards regional air quality would be cumulatively considerable, and the cumulative impact would be considered ***significant and unavoidable***.

Cumulative Greenhouse Gas Emissions

Implementation of the proposed project along with other past, present, and reasonably foreseeable future projects, would contribute greenhouse gas emissions (GHG) emissions that are associated with global climate change. The proposed project's short-term construction-related and long-term operational GHG emissions were estimated using CalEEMod and are expressed in metric tons of CO₂ equivalents/yr.

The proposed project would result in a reduction in GHG emissions of 30.66 percent from No Action Taken levels by 2020, which would meet the Sacramento Metropolitan Air Quality Management District's minimum reduction threshold of 21.7 percent. The reduction in GHG emissions would primarily be attributable to the proposed land use modifications, the advancement of vehicle and equipment efficiency, as well as more stringent standards and regulations as time progresses. Therefore, the proposed project's GHG emissions generated would not have a significant impact on the environment or conflict with an applicable plan, policy, or regulation established for the reduction of GHG emissions, and the project's incremental contribution to cumulative GHG emissions and global climate change would be considered a ***less-than-significant*** impact.

Biological Resources

The City of Galt, like other cities and communities in the region, is experiencing urban growth. Cumulatively, the most recently planned projects would reduce common and special-status plant and wildlife habitats within the City. The Galt General Plan EIR concluded that impacts to endangered, threatened, candidate, sensitive, or special-status species would be significant and unavoidable after implementation of General Plan Policies COS-2.8 and COS-2.9. The proposed project site was included as part of the Galt General Plan Area. Due to the size of the project site and the potential for endangered and threatened species to exist in the project site, the project's incremental contribution to the cumulative biological impact related to increasing urbanization would be potentially significant. With the implementation of Mitigation Measures 4.4-1, 4.4-2(a) through 4.4-2(d), 4.4-3(a) through 4.4-3(f), 4.4-4(a) through 4.4-4(f), and 4.4-6(a) through 4.4-6(c) of the Biological Resources chapter the proposed project's cumulative impact to biological resources would be reduced to a ***less-than-significant*** level.

Cultural Resources

The potential exists for unknown subsurface prehistoric and historic cultural resources to be unearthed during site excavation and grading. The proposed project, along with other development in the City of Galt, could damage or destroy cultural resources particular to that area. The North Central California Information Center records search revealed the presence of a historic resource, the Historic Marengo Ranch Complex, on the non-participating properties. Due to the size of the proposed project site, buildout of the proposed project could contribute to cumulative impacts related to the regional loss of cultural resources if previously unidentified

cultural resources are discovered during construction and proper techniques are not employed. Cumulative impacts to regional cultural resources associated with implementation of past, present, and reasonably foreseeable future projects, as well as the proposed project, could be potentially significant; however with the implementation of Mitigation Measure(s) 4.5-1(a) through 4.5-1(c) of the Cultural Resources Chapter in the EIR, mitigation would reduce the proposed project's contribution to potentially significant impacts related to the cumulative regional loss of cultural resources to *less than significant*.

Geology and Soils

Site preparation of the project site would result in temporary and permanent topographic changes that could affect erosion rates or patterns. In addition, development of the proposed project would increase the number of structures that could be subject to the damaging effects of expansive soils. However, potentially adverse environmental effects associated with geologic or soils constraints, topographic alteration, and erosion, are usually site-specific and generally would not combine with similar effects that could occur with other projects in Galt. Furthermore, all projects would be required to comply with the California Building Standards, the City of Galt's General Plan, and other applicable regulations. Consequently, the proposed project would generally not be affected by, nor would it affect, other development approved by the City of Galt. Therefore, the project's contribution to cumulative geology and soils impacts would be considered *less than significant*.

Hazards and Hazardous Materials

Impacts associated with hazardous materials are site-specific and generally do not aggregate as a result of cumulative development. Cumulative development projects would be subject to the same Federal, State, and local hazardous materials management requirements as would the proposed project. The requirements which would minimize potential risks associated with increased hazardous materials use in the community, including potential effects, if any, on the proposed project. Therefore, cumulative impacts associated with hazardous materials transport, storage, and use associated with implementation of past, present, and reasonably foreseeable future projects, as well as the proposed project would be *less than significant*.

Hydrology and Water Quality / Storm Water Quality

While continued development within the City of Galt would result in additional stormwater runoff and entry of pollutants into receiving waters via construction and operation of future projects, each project is required to comply with the City's regulatory stormwater documents, standards, and requirements. Compliance with such would ensure that each project provides adequate storage capacity for the additional stormwater runoff generated, as well as incorporates sufficient Best Management Practices to successfully remove pollutants from site runoff during the construction and operational phases. As presented above and in the Hydrology and Water Quality / Storm Water Quality Chapter of the EIR, the proposed project would not result in any significant impacts related to hydrology, water quality, or stormwater quality. As a result, the project's contribution to cumulative hydrology and water quality impacts would be considered *less than significant*.

Land Use and Planning / Population and Housing

The Land Use and Planning / Population and Housing chapter of the EIR addresses cumulative impacts associated with land use. The 2030 Galt General Plan enables residential growth, and identifies the necessary infrastructure improvements, including roads, utilities, and government services that would support future growth within the project site. Should the Galt City Council approve the General Plan Amendment and redistribute the land use designations within the 338-acre Liberty Ranch area, the proposed project would be consistent with the 2030 Galt General Plan land use designations for the project site, as well as the relevant goals and policies. In addition, the population from the proposed project, plus similar projects within the City, is within Sacramento Area Council of Government's projections. The increase in population has been anticipated by agencies that rely on Sacramento Area Council of Government's population projections for anticipating future impacts on various services. As a result, the increase in housing and population facilitated by the proposed project would not be considered to result in a significant incremental contribution to the cumulative impact on population or housing, and the proposed project's cumulative impacts related to population and housing would be considered *less than significant*.

Noise

Noise generated by construction would be temporary and would not add to the permanent noise environment. In addition, the total noise contribution from construction activities of the proposed project in the cumulative context would not constitute a substantial increase from the existing noise environment. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed project. The analysis of the 2035 traffic noise levels presented in the Noise Chapter of this EIR determines with and without the proposed project, cumulative exterior noise levels would not result in a significant impact. The proposed project is expected to create noise due to on-site activities from typical daily activities and construction of the project. Non-traffic noise includes typical maintenance of yards and public facilities. This is not expected to substantially influence interior or exterior noise levels at nearby receptors. Construction activities would comply with the requirements of the City of Galt with respect to hours of operation and muffling of noise-generating equipment.

The combination of traffic and non-traffic noise from the proposed project would not produce noise levels that would exceed City standards or produce isolated events that could disrupt sleep. The total noise impact of the proposed project would not be a substantial increase to the future noise environment. Noise generated by construction would be temporary, and would not add permanent noise increases to the noise environment. Thus, the proposed project would not substantially increase the future noise environment and would result in a *less-than-significant* impact.

Public Services and Utilities / Recreation

The Public Services and Utilities / Recreation chapter of the EIR addresses cumulative impacts associated with water, wastewater, solid waste, law enforcement, fire protection, schools, and park and recreational facilities.

Water

Implementation of the proposed project would contribute to an increased demand for public services and facilities in the City of Galt. The City's future water demand is anticipated to continue to increase as approved projects build out and new developments are approved and constructed within the City's water service area. Based on the 2010 Urban Water Management Plan (UWMP), the City is planning for a potential population increase of 27,644 persons (equivalent to approximately 8,377 single-family dwelling units based on an occupancy of 3.3 persons per household) from 2010 to 2030. With the projected year 2030 population of 51,291 and the projected total City water demand of 9,883 acre-feet per year (AFY), the City is projecting an average per capita water demand of 171.9 gallons per capita per day (gpcd) by 2030.

According to the City of Galt UWMP, available supply and future demand for normal, single-dry, and multiple-dry years are not assumed to change from an average year; as such, sufficient supply for all water year types exists. The proposed project would not require the development of new water facilities or lines that are not already identified in the City's Water Distribution Master Plan. In addition, the project would result in buildout of fewer units than assumed for the project site by the General Plan EIR and UWMP. The General Plan EIR determined that sufficient water supply exists to serve buildout of the General Plan. Therefore, existing water supplies are sufficient to meet the City's existing and projected future water demands, including those future demands associated with the proposed project, to the year 2035.

Wastewater

The project site would be served by the City-owned wastewater treatment plant (WWTP) located north of Galt, upon annexation and subsequent project development. The WWTP has a permitted capacity of 3.0 million gallons per day (MGD), and is currently operating at approximately 2.2 MGD. Future development in the City of Galt would increase the demand on the WWTP; however, the increased demand resulting from future development has been planned for and addressed in the City's Wastewater Collection System Master Plan.

As the current flow rate is 2.2 MGD, 0.8 MGD of average daily flow is available to serve the proposed project. Given the peak flow estimates of 1.47 MGD for the entire Eastview Specific Plan Area, that surplus is presently not sufficient. However, implementation of Mitigation Measures 4.11-2(b) and 4.11-2(d) would ensure adequate capacity exists at the WWTP, and the project would not exceed the capacity of the long-range capacity of the WWTP. In addition, the proposed project would be required to pay the fair share fee towards construction of the Northeast Trunk Sewer Main (Mitigation Measures 4.11-2(a) and 4.11-2(c)).

Solid Waste

The Kiefer Landfill is expected to have adequate capacity to serve the regional waste disposal needs until the anticipated closure date of approximately 2035. In addition, the North County Landfill receives an average of 441 tons of waste per day with a permitted quantity of 1,200 tons. As such, the North County Landfill is expected to have adequate capacity until the anticipated closure date of approximately 2046.

Similar to water supply demands, as standards and regulations regarding solid waste reduction and recycling programs become more stringent, the overall demand for solid waste services would likely reduce compared to baseline conditions. Furthermore, Galt General Plan EIR concluded that impacts related to solid waste would be less than significant with implementation of Policies PFS-1.1, PFS-1.3, PFS-1.4, PFS-1.5, PFS-1.6, PFS-1.7, PFS-1.8, and PFS-1.9, PFS-1.10, PFS-1.11 and Implementation Programs PFS-B and PFS-C.

Law Enforcement, Fire Protection, Schools, Park and Recreation Facilities

The proposed project would comply with all applicable City goals and policies, including payment of development impacts fees to support adequate provisions for fire facilities, staffing, and equipment, developer fees per SB 50 for schools, and the necessary in lieu fees for park and recreation facilities (Mitigation Measure 4.11-7(a) and 4.11-7(b)). Similar to the proposed project, other future development projects would be required by the City to pay their fair-share fees toward the provision of adequate public services and facilities, including towards the necessary upgrades and expansions of facilities and equipment.

Policies and implementation programs included are included in the General Plan that address the need for additional law enforcement services. For example, Policies PFS-1.1, PFS-1.4, PFS-1.5, PFS-1.8, and PFS-1.9 require the City to plan for and expand a variety of public services (including law enforcement facilities) consistent with community needs. In addition, Policies PFS-6.3, PFS-6.4, and PFS-6.5 require the City to maintain law enforcement standards, require developers to incorporate best available practices in residential and nonresidential site plan design and construction using principles of Crime Prevention through environmental design, and require new projects to develop or fund police facilities, equipment, and personnel. Furthermore, Implementation Program PFS-I requires that the City update the Public Safety Services Master Plan for police services based on future development trends.

Conclusion

The proposed project's increase in demand for public services and facilities would not be cumulatively considerable, and cumulative impacts would be considered ***less than significant***.

Transportation and Circulation

The Transportation and Circulation chapter of the EIR addresses cumulative impacts associated with study roadway intersections, study freeway facilities, bicycle and pedestrian facilities, and the transit system.

Study Intersections

Cumulative (Year 2035) Plus Project traffic volumes were developed by superimposing the project only traffic generated by full buildout of the proposed project over Cumulative (Year 2035) No Project traffic volumes. The Transportation and Circulation Chapter of the EIR, provides a summary of the peak hour operations of the study intersections that were analyzed using Cumulative (Year 2035) Plus Project traffic volumes along with base conditions and presents the resulting Cumulative (Year 2035) Plus Project traffic volumes. The Cumulative (Year 2035) Plus Project conditions, as in the case with Cumulative (Year 2035) No Project conditions, are projected to be acceptable at all study intersections due to the circulation improvements assumed in the “20-Year” circulation network. Therefore, the proposed project’s cumulative impact to study intersections would be considered ***less than significant***.

Bicycle and Pedestrian Facilities.

The approved 2030 Galt General Plan included 157 more residential units on the project site than the proposed project. Although the proposed project results in a reduction in the number of residential units, the same cumulative setting would apply and the cumulative impacts to bicycle and pedestrian facilities would remain similar. The proposed project would integrate a “complete street” design, which would accommodate automobiles, bicyclists and pedestrians equally. A Class I bike/pedestrian trail would meander through the Deadman Gulch Open Space Corridor linking parks and neighborhoods within the project site and providing an east to west connection to the existing neighborhoods and schools located to the west. In addition, the project would construct curb, gutter, and sidewalk on all project roadways, designed and constructed to meet City standards, to facilitate any potential pedestrian demand. Furthermore, the 2030 Galt General Plan proposes a number of new Class II Bike Lanes to create a City-wide trail system. Therefore, the proposed project, in conjunction with the planned land uses within the vicinity of the study area, would not disrupt existing or planned bicycle/pedestrian facilities or create inconsistencies with any adopted plans, guidelines, policies or standards related to bicycle or pedestrian systems. As a result, cumulative impacts related to bicycle and pedestrian facilities would be considered ***less than significant***.

Study Freeway Facilities

The 2030 Galt General Plan included 157 more residential units on the project site than the proposed project. Therefore, the proposed project would result in a reduction in the number of units, comprising of fewer daily trips and annual Vehicle Mile Trips than the approved land use designations. However, the 2030 Galt General Plan EIR found the impact to regional facilities, which includes SR 99, to be significant and unavoidable. Mitigation measures could be implemented to improve the SR 99 mainline and ramp operations, however; the City of Galt does not have control over the timing of construction of such improvements. Therefore, the above impact would be considered to remain ***significant and unavoidable***.

Transit System

Because the proposed project includes 157 fewer residential units than what is currently approved for the project site, and therefore, would result in a lesser demand on the transit system, the proposed project would not disrupt existing or planned transit services or facilities, or create inconsistencies with any adopted plans, guidelines, policies or standards related to transit. As a result, the proposed project's cumulative impact to the transit system would be considered *less than significant*.

5.5 ENERGY CONSERVATION

Appendix F of the CEQA Guidelines requires that EIRs include a discussion of the potential energy impacts of the proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- (1) Decreasing overall per capita energy consumption;
- (2) Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
- (3) Increasing reliance on renewable energy sources.

The proposed project would include green components and mitigation measures for both construction and operations which aim to avoid or reduce inefficient, wasteful, and unnecessary consumption of energy. The proposed project would comply with the California Green Building Standards Code and includes inherent site and sustainability features that aim to reduce vehicle miles travelled (VMT), such as bicycle and pedestrian connection improvements.

California Green Building Standards Code

The 2013 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), became effective January 1, 2014. The energy provisions of the CALGreen Code became effective July 1, 2014. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Some examples of the residential mandatory measures of the CALGreen Code which would reduce reliance on fossil fuels, increase energy efficiency, and increase reliance on renewable energy sources include the following: construction waste management, Energy Star compliant bathroom exhaust fans, and heating and air conditioning system design. In addition, the CALGreen Code requires compliance with the California Building Energy Efficiency Standards. The 2013 Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations. The most significant efficiency improvements to

the residential Standards are proposed for windows, envelope insulation and HVAC system testing.

In order to comply with Title 24, the Eastview Specific Plan includes a guiding policy relating to Title 24. The project would implement compact and efficient development to maximize efficiency in land as a resource as well as minimize energy consumption, minimize air quality impacts and reduce GHG emissions.

Construction Phase

Typically at construction sites, electricity from the existing grid is used to power portable and temporary lights or office trailers. Because grid electricity would be utilized primarily for steady sources such as lighting, not sudden, intermittent sources such as welding or other hand-held tools, the increase in electricity usage at the site during construction would not be expected to cause any substantial peaks in demand. However, an increase in the base demand for electricity in the area would increase. The proposed project would be built out over a series of phases where only portions of the project site would be developed at a time, with periods of non-construction between phases. Thus, between phases, construction-related increases in electricity demand would not occur. Overall, construction of the project would be over a relatively short duration in comparison to the operational lifetime of the proposed project and would occur intermittently throughout the buildout period of the project. As the site develops, operational electricity demand would become the dominant demand source.

Operational Phase

As previously noted, the project is part of a planned community that proposes new development based upon principles of “Smart Growth.” The proposed project would incorporate passive energy-efficient features in the design and orientation of buildings and utilize deciduous street trees to provide protection and shade. The design and orientation of buildings would decrease the amount of energy required to heat and cool the proposed residences, thereby reducing the overall per capita energy consumption. In addition, the proposed project would promote cool roofs and/or photovoltaic energy production by meeting the most current Title 24 requirements and provide “solar ready” homes. By providing solar ready homes, the project’s reliance on renewable energy sources would increase. Furthermore, the proposed project would encourage community bus service that would allow local and regional connections to Galt, Lodi, Stockton, and Sacramento which would cut down on GHG emissions and air particulates.

In addition, the proposed project would locate higher density housing central to the plan adjacent to principal recreational land uses to promote walking and cycling and minimize auto use for short daily trips. By promoting walking and cycling, the proposed project may reduce the overall per capita energy consumption. Furthermore, the proposed project would incorporate “green” storm water infrastructure and low-impact design strategies such as water quality basins and swales to pre-treat urban run-off and allow ground recharge and absorption by plant material. By naturally pre-treating runoff, less fossil fuel energy would be required to treat the runoff.

According to the CalEEMod results for the proposed project, at full buildout, the project would be expected to result in consumption of electricity of a maximum of 15,135.737 megawatt-hours (mWh) per year. By implementing the measures required by Title 24, the proposed project would be expected to result in consumption of electricity of a maximum of 14,648.285 mWh per year, which constitutes a 487.452 mWh per year reduction.

As demonstrated above, the proposed project would decrease the overall per capita energy consumption by implementing measures required by Title 24, decrease reliance on fossil fuels by promoting Smart Growth principles, and increase reliance on renewable energy sources by providing solar-ready homes.

5.6 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The State CEQA Guidelines mandate that an EIR address any significant irreversible environmental changes that would result if the proposed project were implemented (CEQA Guidelines, Section 15126.2[c]). An impact would fall into this category if any of the following would occur:

- The project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of a project would generally commit future generations to similar uses (e.g., a highway provides access to a previously remote area);
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The phasing of the proposed consumption of resources is not justified (e.g., the project involves a wasteful use of energy).

The proposed project would likely result in, or contribute to, the following irreversible environmental changes:

- Conversion of currently undeveloped land to urban land uses;
- Placement and/or extension of roadways in areas providing access to the proposed project and connecting to adjacent developments;
- Irreversible consumption of goods and services associated with the future population; and
- Irreversible consumption of energy and natural resources associated with the future population.

5.7 SIGNIFICANT AND UNAVOIDABLE IMPACTS

According to CEQA Guidelines, an EIR must include a description of those impacts identified as significant and unavoidable should the proposed action be implemented (CEQA Guidelines §15126.2[b]). Such impacts would be considered unavoidable when the determination is made that either mitigation is not feasible or only partial mitigation is feasible such that the impact is not reduced to a level that is less-than-significant. This section identifies significant impacts that

could not be eliminated or reduced to a less-than-significant level by mitigations imposed by the City. The final determination of the significance of impacts and the feasibility of mitigation measures would be made by the City as part of the City's certification action.

The significant and unavoidable impacts of the proposed project are summarized below.

Substantial degradation of the existing visual character or quality of the project site and/or the site's surroundings. (4.1-2)

The proposed project would be required to comply with all applicable City General Plan goals and policies, Municipal Code, and the EVSP Development Standards and Design Guidelines. The Community Design Guidelines of the EVSP include standards that provide consistency in quality and appearance with surrounding rural and agricultural landscapes. Compliance with the regulations would help to minimize the effects of development of the site pertaining to aesthetics. However, upon development of the northwestern corner of the project site with commercial uses, views from travelers along Marengo Road, Twin Cities Road, and from the westernmost rural residences to the north, would be modified. The modification from views of rural residential uses to views of commercial uses could be considered a substantial degradation of the existing visual character and quality of the area. Feasible mitigation measures are not available to reduce impacts associated with the degradation of the existing visual character or quality of the project site from project development to a less-than-significant level. Therefore, the impact would remain *significant and unavoidable*.

Long-term changes in visual character of the region associated with cumulative development of the proposed project in combination with future buildout in the City of Galt (Impact 4.1-4)

According to the General Plan EIR, buildout of the General Plan would result in the permanent alteration of the visual character of the City of Galt's Sphere of Influence from a more rural setting to a setting that is characterized by suburban or urban uses. In addition, buildout of the General Plan would contribute to cumulatively considerable aesthetic impacts. Consequently, even with implementation of the policies and implementation programs identified in the City's General Plan, as well as adopted City regulations to enhance the City's current community character and preserve open space, development of the General Plan area was determined in the General Plan EIR to result in a significant and unavoidable cumulative impact to aesthetics. Although the proposed project would comply with all applicable standards and regulations, impacts related to a substantial adverse effect on a scenic vista, degradation of the existing visual character and quality of the project site and surrounding area, and creation of new sources of light or glare would still occur. Furthermore, feasible mitigation does not exist; therefore consistent with the General Plan EIR conclusion, the proposed project's incremental contribution towards cumulative aesthetic impacts would be considered *significant and unavoidable*.

Impacts related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, or impacts related to changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural uses. **(Impact 4.2-1)**

Impacts related to the conversion of the 504-acre project site to urban uses were previously analyzed in Galt General Plan EIR. Implementation of the proposed project would not convert Prime Farmland to non-agricultural uses. However, the Liberty Ranch property contains Statewide, Unique, and Local Farmland, and the non-participating properties contain Local Farmland. Implementation of the proposed project would convert Statewide Farmland, Unique Farmland, and Local Farmland to non-agricultural uses. Potential mitigation for impacts related to the conversion of Unique Farmland or Farmland of Statewide; however, mitigation would not create new agricultural land; rather, the mitigation would simply preserve existing agricultural land elsewhere. Feasible mitigation measures do not exist to reduce the above impact to a less-than-significant level. Therefore, the impact to would remain *significant and unavoidable*.

Impacts related to cumulative loss of agricultural land. (Impact 4.2-5)

Policies included in the General Plan EIR which aim to alleviate the impact are summarized in various General Plan Elements. The proposed project would redistribute the land use designations within the 338-acre Liberty Ranch area, while retaining the currently adopted General Plan land use designations in the non-participating properties annexation area. Consistent with the General Plan EIR, implementation of the proposed project would result in the conversion of agricultural land on the Liberty Ranch property to urban uses. Therefore, annexation of the proposed project site, in conjunction with buildout of the Galt General Plan, would have a significant cumulative impact related to the permanent loss of agricultural land. Potential mitigation for impacts related to the cumulative loss of agricultural land could include purchasing agricultural conservation easements outside the project area. However, it should be noted that this mitigation would not create new agricultural land; rather, the mitigation would simply preserve existing agricultural land elsewhere. Consistent with the Galt General Plan EIR, feasible mitigation measures do not exist to reduce the above impact to a less-than-significant level. Therefore, the impact would remain *significant and unavoidable*.

A violation of any air quality standard or substantial contribution to an existing or projected air quality violation during operations, and a conflict with or obstruction of implementation of applicable air quality plans. (Impact 4.3-2)

Although the proposed project would result in an overall reduction in operational emissions from what is currently anticipated for the site per the City's General Plan, the project would still result in operational emissions of nitrous oxides (NO_x) and ROG in excess of the applicable thresholds of significance. Therefore, the proposed project could violate an air quality standard, would contribute to an existing air quality violation and would be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. Because the proposed project would still contribute towards the significant and unavoidable impact identified for buildout of the General Plan, consistent with the conclusion within the General Plan EIR, the proposed project would be considered to result in a *significant and unavoidable* impact associated with

operational NO_x and ROG emissions and a conflict with or obstruction of implementation of applicable air quality plans.

A cumulatively considerable net increase of any criteria pollutant. (Impact 4.3-5)

The proposed project would result in operational emissions of NO_x and ROG in excess of the applicable thresholds of significance. Thus, the proposed project's operational emissions would contribute to the significant and unavoidable impact identified for buildout of the General Plan. It should be noted, however, that the proposed project would result in fewer residential units and less commercial square footage from what has been anticipated and analyzed for the site per the General Plan and associated EIR. The modifications in land uses would result in an associated reduction of vehicle trips, which would result in fewer associated mobile emissions, including criteria air pollutant emissions, from what has been anticipated for the site per the General Plan. In addition, implementation mitigation measures would result in a reduction of the project's estimated operational emissions; however, sufficient mitigation does not exist to reduce the proposed project's emissions to below the applicable thresholds of significance such that a less-than-significant impact would occur. Therefore, consistent with the General Plan EIR, the above impact would remain *significant and unavoidable*.

Traffic noise at existing sensitive receptors. (Impact 4.10-3)

The project could result in a significant increase in traffic noise levels of 3 dB, based upon criteria described earlier in the report, at rural residences along Twin Cities Road from Cherokee Lane to Carillion Boulevard. The significant increase would occur only under the project buildout (Year 2035) scenario. However, the existing sensitive receptors residences along Twin Cities Road face the roadway, and outdoor activity areas can be located on the opposite side of the building facades. Due to the increased distance and the shielding from the building facades, the only significant increase in traffic noise levels would occur at residences along Walnut Avenue between Marengo Road and Carillion Road. Other roadway segments would not result in a significant increase in traffic noise levels at outdoor activity areas based upon the criteria used for the General Plan Update EIR.

It should be noted that the proposed project is generally consistent with what the General Plan Update EIR concluded regarding traffic noise. Noise levels resulting from the proposed development would actually be less than what was anticipated in the General Plan. Nevertheless, because feasible mitigation measures do not exist, implementation of the proposed project would result in a *significant and unavoidable* impact to traffic noise at existing sensitive receptors along Walnut Avenue between Marengo Road and Carillion Boulevard.

Impacts to Year 2021 study freeway facilities. (Impact 4.12-3)

Implementation of the proposed project would result in unacceptable density and level of service (LOS) at the SR 99 NB, south of Walnut Avenue (PM peak hour) and SR 99 SB north of Twin Cities (PM peak hour) freeway mainline segments. In addition, implementation of the proposed project would result in unacceptable density and LOS at the southern Twin Cities Road SR 99 SB On-Ramp (PM peak hour), Twin Cities Road SR 99 SB Off-Ramp (PM peak hour), and

Walnut Avenue SR 99 NB Off-Ramp (AM and PM peak hour) with and without the proposed project. However, implementation of the proposed project would not increase the density by more than five percent at the southern Twin Cities Road SR 99 SB On-Ramp (PM peak hour), the Twin Cities Road SR 99 SB Off-Ramp (PM peak hour), or the Walnut Avenue SR 99 NB Off-Ramp (AM and PM peak hour).

The approved *2030 Galt General Plan* included 157 more residential units on the project site than the proposed project. Therefore, the proposed project would result in a reduction in the number of units, comprising of fewer daily trips and annual VMT than the approved land use designations. However, the 2030 Galt General Plan EIR found the impact to regional facilities, which includes SR 99, to be significant and unavoidable. Mitigation measures could be implemented to improve the SR 99 mainline and ramp operations, however; the City of Galt does not have control over the timing of construction of such improvements. Therefore, the above impact would be considered to remain *significant and unavoidable*.

Impacts to Year 2026 study freeway facilities. (Impact 4.12-5)

The Year 2026 Plus Project LOS results concluded that implementation of the proposed project would result in unacceptable density and LOS at the all the study freeway mainline segments during the PM peak hour, in addition to the SR 99 NB north of Twin Cities Road and SR 99 SB south of Twin Cities Road freeway mainline segments during the AM peak hour. However, the proposed project would increase the density by more than five percent for only the SR 99 SB, north of Twin Cities Road, the SR 99 NB, south of Twin Cities Road, and the SR 99 NB, south of Walnut Avenue mainline segments (PM peak hour), the SR 99 SB, south of Twin Cities Road mainline segment (AM peak hour), and for the SR 99 NB, north of Twin Cities Road mainline segment (AM and PM peak hours). Furthermore, implementation of the proposed project would result in unacceptable density and LOS at all the study freeway ramps during the PM peak hour, in addition to the Twin Cities Road SR 99 NB On-Ramp and southern Twin Cities Road SR 99 SB On-Ramp during the AM peak hour. However, the proposed project would increase the density by more than five percent for only the Twin Cities Road SR 99 NB On-Ramp (AM and PM peak hours) and for the Walnut Avenue SR 99 NB Off-Ramp (PM peak hour).

The approved *2030 Galt General Plan* included 157 more residential units on the project site than the proposed project. Therefore, the proposed project would result in a reduction in the number of units, comprising of fewer daily trips and annual VMT than the approved land use designations. However, the 2030 Galt General Plan EIR found the impact to regional facilities, which includes SR 99, to be significant and unavoidable. Mitigation measures could be implemented to improve the SR 99 mainline and ramp operations, however; the City of Galt does not have control over the timing of construction of such improvements. Therefore, the above impact would be considered to remain *significant and unavoidable*.

Impacts to Cumulative (Year 2035) study freeway facilities. (Impact 4.12-9)

According to the Cumulative (Year 2035) Plus Project LOS results, implementation of the proposed project would result in unacceptable density and LOS at the all the study freeway mainline segments during the AM and PM peak hour. However, the proposed project would

increase the density by more than five percent for only the SR 99 SB, north of Twin Cities Road and the SR 99 NB, south of Walnut Avenue mainline segments (PM peak hour) and for the SR 99 NB, north of Twin Cities Road and the SR 99 NB, south of Twin Cities Road mainline segments (AM and PM peak hours). In addition, implementation of the proposed project would result in unacceptable density and LOS at all the study freeway ramps during the AM and PM peak hours. However, the proposed project would increase the density by more than five percent for only the southern Twin Cities Road SR 99 SB On-Ramp (AM and PM peak hours) and for the Walnut Avenue SR 99 NB Off-Ramp (PM peak hour).

The approved *2030 Galt General Plan* included 157 more residential units on the project site than the proposed project. Therefore, the proposed project would result in a reduction in the number of units, comprising of fewer daily trips and annual VMT than the approved land use designations. However, the 2030 Galt General Plan EIR found the impact to regional facilities, which includes SR 99, to be significant and unavoidable. Mitigation measures could be implemented to improve the SR 99 mainline and ramp operations, however; the City of Galt does not have control over the timing of construction of such improvements. Therefore, the above impact would be considered to remain *significant and unavoidable*.