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EXECUTIVE SUMMARY

Eastview will provide a new community within the City of Galt where young families can raise their children to appreciate and contribute toward the quality of life currently enjoyed by existing residents. This Specific Plan document will guide the development of a 504-acre plan area located in the northeast portion of the City of Galt. It will allow construction to proceed over the next 10 to 15 years in a coordinated and carefully considered manner. Eastview is a logical expansion of the City and is located directly east of existing development along Marengo Road enabling connections to the existing infrastructure and roadway systems.

The Plan Area encompasses 23 different parcels and 15 different property owners, and surrounds and includes the existing Liberty Ranch High School and Estrellita Continuation School. The sponsor of this Specific Plan effort is the Liberty Ranch LLC, a development interest that controls 356 acres (approximately 70% of the plan area) located in the south and east portions of the plan area. The remaining property owners may continue as is or may elect at some point in the future to develop their properties, at which point they will be subject to the requirements of the City of Galt. The process for future entitlements is discussed and accommodated by this document.

The land use plan proposes 1,744 dwelling units with a mix of densities and lot sizes and 125,000 square feet of retail commercial space, as well as 20.0 acres of parks distributed over four sites. The plan includes the 51 acre Liberty Ranch High School property and proposes a new 8.9 acre Elementary School site, and 41.4 acres of open space that has been designed to provide flood protection, water quality, wetland restoration, bike and pedestrian trails, and two small public recreation facilities serving the needs of future residents.
ACKNOWLEDGEMENTS

Wood Rodgers, Inc.
Timothy Denham, Director of Planning
Jeff Carpenter, Principal Engineer

Valley Crest Design Group
Mark Lenning, Principal
Sandep Walia, Landscape Designer

City of Galt
Tony Stewart, AICP, Community Development Director
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Galt Area Historical Society
Approved May 3, 2016 (Resolution No. 2016-22)
Chapter 1 – Introduction

1.1 SPECIFIC PLAN AUTHORITY AND REQUIREMENTS

The City of Galt 2030 General Plan directs the preparation of a Specific Plan for this new growth area. A Specific Plan is a land planning tool that is often employed by jurisdictions to allow the comprehensive planning of large land areas. They are often utilized when there are multiple property ownerships and interests to allow necessary roadways and infrastructure systems to be developed in a predictable and coordinated manner. Specific Plan documents can also be tailored to allow more flexibility in zoning and development standards than allowed by existing zoning codes, and can provide more detailed design guidelines for projects to ensure a high quality result. In this case, the Eastview Specific Plan (EVSP) has been established to guide the development of a 504 acre Plan Area located within the northeastern portion of the City of Galt. It consists of 23 parcels and 15 different property owners.

State law (Government Code, Title 7, Sections 65450-57) grants authority to jurisdictions to adopt Specific Plans for the purposes of implementing the goals and policies of their General Plans. The Government Code specifies that Specific Plans may be adopted by ordinance, and that the Specific Plan is required to be consistent with the goals and policies of the General Plan. A consistency analysis is provided by a separate document and is an appendix to this document. By adopting this Specific Plan by ordinance, the City of Galt has established zoning regulations for the development of Eastview.

California Government Code Section 65451 sets forth the minimum requirements and review procedures for specific plans as follows:

A Specific Plan shall include a text and a diagram or diagrams, which specify all of the following in detail:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal,
energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

3. **Standards and criteria by which improvements will proceed**, and standards for the conservation, development, and utilization of natural resources, where applicable.

4. **A program of implementation measures**, including regulations, programs, public works projects and the financing measures necessary to carry out the above items.

5. The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

All subsequent entitlements and approvals relating to land use or development within the Plan area, including but not limited to subdivisions, public works projects, and rezones, must be consistent with this Specific Plan, as required by Government Code Section 65455.

This Plan Area was included and considered by the City of Galt’s 2030 General Plan, which was approved in 2009. Eastview will provide a logical extension of the City’s plans for growth and will be complementary to existing neighborhoods located directly to the west, and will transition to the edge of the City as shown by the General Plan. This specific plan strives to embody a creative and thoughtful approach to development, and seeks to implement the City’s goals and policies. In order to further that purpose, this Specific Plan provides a finer level of detail and identifies land uses, circulation, development standards, design guidelines, infrastructure improvements, and the subsequent approval process for projects within the Plan Area. Detailed technical infrastructure master plans support the summaries provided by this document, and environmental studies and an Environmental Impact Report (EIR) was prepared to analyze impacts and provide mitigations where possible, or a statement of overriding consideration.

This Specific Plan has been prepared in compliance with California Government Code Sections 65450 et. Seq. and is intended to ensure that growth in the City of Galt is implemented in a systematic and controlled manner. Its careful implementation will protect and enhance the quality of life currently enjoyed by the residents of Galt.
1.2 SPECIFIC PLAN DOCUMENT ORGANIZATION:

The Eastview Specific Plan is organized into the following Chapters:

**Chapter 1 Introduction:** Summarizes the purpose and intent, legal authority of this Specific Plan, regional, local, and historical context, and relationship to other planning documents.

**Chapter 2 Existing Conditions:** Describes the existing site features and environmental issues, sustainability principles, and general planning principles that guide the development of the Plan.

**Chapter 3 Land Use and Zoning:** Sets forth and defines the specific plan and zoning designations for individual land uses and establishes development standards for each Neighborhood of the Plan Area.

**Chapter 4 Circulation:** Describes the overall circulation framework including roadways, bike and pedestrian systems, and alternative transportation modes.

**Chapter 5 Public Services and Facilities:** Provides an overview of the proposed infrastructure (sewer, water, drainage, etc.) and services (police, fire, schools, waste disposal, electric, natural gas, telephone and cable services, and “dry” utilities).

**Chapter 6 Parks and Open Space:** Describes the parks and open space systems, including public parks and open spaces.

**Chapter 7 Community Design:** Sets the framework for quality design by outlining architectural and landscape guidelines for the project as a whole as well as for individual neighborhoods and land uses.

**Chapter 8 Implementation:** Describes the necessary measures required for successful administration and implementation of the Specific Plan including the proposed phasing plan, financing measures, and subsequent entitlement actions.
1.3 REGIONAL CONTEXT

The Eastview Plan Area is located midway between the two major employment centers of Sacramento and Stockton. It is approximately 26 miles from downtown Sacramento, and 25 miles from downtown Stockton. The primary travel route for long distance trips is State Highway 99, which is located approximately 2 miles west of the site. Vehicular trips from the Plan Area are anticipated to gravitate toward Marengo Road, and northbound Highway 99 trips will head west on Twin Cities Road (SR 104) to that interchange, while southbound Highway 99 trips will travel south on Marengo to Boessow Road and then west to the C Street interchange. The City of Elk Grove is located approximately 15 miles to the north, and the City of Lodi is located approximately 12 miles to the south. The foothill communities of Ione and Sutter Creek are located approximately 24 and 30 miles to the east via Twin Cities Road (SR 104).

The Plan Area is bounded by Twin Cities Road (State Route 104) on the north, Marengo Road on the west, Cherokee Lane on the east, and partially the Union Pacific Rail Road (UPRR) on the south. There are two parcels that overlap the UPRR right-of-way (ROW) because separate legal parcels were not created when this railroad spur line was built. The portions of these parcels that lie south of the UPRR ROW are designated as future growth areas that will be developed by subsequent entitlement actions.
Exhibit 1-1: Regional Context
1.4 LOCAL CONTEXT

The Plan Area includes and surrounds the existing Liberty Ranch High School and the Estrellita Continuation School, which are located on approximately 51.3 acres in the middle portion of the Plan Area directly east of Marengo Road.

West of Marengo Road the existing suburban development pattern is evident, comprised of mostly single-family residential on lots that range from 6,500 square feet (sf) to 10,000 sf in size. The Elliott Homes River Oaks subdivision is under construction to the southwest, west of Marengo Road. Roadways within EVSP are aligned with existing intersections along Marengo Road to provide connectivity and to allow for safe and proper spacing of intersections. North of Twin Cities Road and east of Cherokee Lane are agricultural and rural residential properties located within Sacramento County. Existing roadways and proposed landscaping will provide a buffer to these existing residents. South of the UPRR spur line is a future growth area that will be required to prepare its own specific plan document when these property owners elect to proceed with plans for development.

The Eastview Specific Plan effort was sponsored by Liberty Ranch LLC, which controls the 356 acre Liberty Ranch property (approximately 70% of the Plan Area) located generally on the south and eastern portions of the property, and straddling the UPRR spur line. It is outlined in red on Exhibit 1-2. There are also 17 other properties that did not participate financially but were included in the Plan Area at the direction of the City of Galt and the Sacramento County Local Agency Formation Commission (LAFCO). Existing non-participating property owners can continue their use of their property until such that they choose to develop in the future, at which point they will be subject to the regulations and guidelines as determined by the City of Galt General Plan.
Exhibit 1-2: Local Context
1.5 HISTORICAL CONTEXT

Historical evidence suggests that the Galt area has been inhabited by humans for at least 10,000 years, with the Plains Miwok living primarily along the banks of major rivers. Early settlers moved to the area after the 1850 Gold Rush to establish beef and dairy farms, and in 1861 Dr. Obed Harvey (see photo) purchased the Rancho del los Moquelumnes Spanish Land Grant. In 1869 the town was laid out by the Western Pacific Railroad Company and was named by John McFarland, a local rancher, in honor of his home town in Ontario Canada, which was named after Scottish novelist John Galt. Due to availability of water and its proximity to the railroad serving the Central Valley, Galt thrived as an agricultural community after the decline of gold mining in the Sierra Nevada.

In 1917, Fred Harvey, son of Dr. Obed Harvey, convinced Utah Condensed Milk Company to establish a plant in Galt strategically located to take advantage of the numerous dairy operations in the surrounding area, but in the following decades dry farming operations for grains such as wheat began to replace cattle and dairy operations. Wells and upgraded irrigation systems allowed for the reliable provision of water and an increase in small scale farming. A variety of row crops could be grown on the fertile valley soils to support the burgeoning population in Sacramento, Stockton and the State. The town grew around the rail depot as the collection point for agricultural products and transportation hub in the first half of the twentieth century. The City of Galt incorporated in 1946.

With the addition of State Highway 99, the City was conveniently located mid-way between the major cities of Sacramento and Stockton. In the second half of the twentieth century the City’s convenient location relative to major employment centers, small town character, affordable housing, and good schools attracted young families to move to Galt, and the City steadily expanded its housing inventory to the east. The Town of Galt continues to be surrounded by farming operations.

Photo credits: galthistory.org, millcreek.ca, mcfarlandranch.org
1.6 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

1.6.1 City of Galt 2030 General Plan

The EVSP seeks to implement the long-term goals and policies of the City of Galt 2030 General Plan. A detailed consistency analysis was prepared and is provided as Appendix A to this specific plan. This document discusses each general plan element and describes how the proposed project meets the goals and policies. The following provides a brief summary of Appendix A and how the Eastview Specific Plan is consistent with the General Plan, or deviates from it:

Circulation Element: The proposed Circulation Plan is consistent with the policies of the City of Galt 2030 General Plan. Walnut Avenue will be extended to connect to Cherokee Lane consistent with the General Plan but will function as a collector street based on the project’s traffic study instead of an arterial. Five traffic circles are proposed as a traffic calming measure, but they are a relatively unique feature and not fully detailed by City policies and standards. Primary residential streets within the Plan Area have been re-configured, but in accordance with General Plan policies that call for a high degree of connectivity and a grid like street system. Separated sidewalks are utilized on key streets to provide for street tree plantings and shade for pedestrians. An extensive bikeway system is proposed to encourage alternatives to automobile travel, which will help to reduce vehicle miles travelled.

Community Character Element: In response to General Plan policies, the specific plan incorporates design guidelines that will create a strong sense of place, a variety of architectural styles, and extensive street tree plantings. The Deadman Gulch Open Space Corridor will provide natural open space and a central pedestrian “spine” street provides a convenient walking path between the parks within the Liberty Ranch project. A landscape area is reserved at the northwest corner of the Plan Area to provide a location for a City gateway statement. These are unique aspects to the plan that might not otherwise be achieved with standard subdivision design.

Conservation and Open Space Element: The Eastview Specific Plan addresses General Plan conservation and open space policies in large measure by the design of the Deadman
Gulch Open Space corridor, which will be regraded and re-contoured to provide a natural appearance. It will be extensively landscaped and will serve multiple functions such as providing flood protection, re-creating wetlands on-site, and providing riparian habitat. Basins are designed to capture urban runoff and provide water quality. Pedestrian and bike trails provide for a very walkable design, allowing visibility of open spaces and encouraging alternative modes of travel to help create a more sustainable development pattern. Two park facilities are proposed within and adjacent to the open space corridor, which are a unique feature of the plan.

Housing Element: The Plan Area designates High Density Residential sites directly south of the extension of Walnut Avenue and the Deadman Gulch Open Space Corridor to put these future residents in close proximity to transit opportunities and recreational amenities. A wide range of single-family product types are proposed to encourage a diverse population. The small lot tentative subdivision map has been submitted for the Liberty Ranch property to illustrate the range of lot sizes (i.e. 50’, 55’, 60’, 65’, and 70’ wide lots by 110’ deep). The latest building standards will require highly energy efficient home design.

Land Use Element: The proposed annexation of the Eastview Plan Area is consistent with City policies, which targeted this area for residential development. Land Use Plan is comprised of a mix of low density single-family residential, as well as medium and high density residential. The land use configuration deviates from the City’s General Plan Land Use Map.

The Eastview Specific Plan proposes approximately 41 acres less Low Density Residential (LDR 0-6 du/ac) than the 224 acres of LDR proposed by the General Plan Land Use Map, 98 acres more Medium Density Residential (MDR 5-8 du/ac), and eliminates the 33 acres of Medium High Density Residential (MHDR 8-14 du/ac). The MDR designation in the Eastview Specific Plan allows for the smaller single-family lots that were intended by the General Plan MDR and MHDR designation, and there are several villages that are within the 5-8 du/ac range. The Liberty Ranch Small Lot Tentative Map proposes four villages with 50’ x 110’ lots (40± acres) and six villages with 55’ x 110’ lots (68± acres) which will serve to provide a broader mix of housing types. A 5.1 acre MDR site owned by a non-participant and located adjacent to Marengo Road was retained as designated on the
General Plan Land Use Map. The 33 acres of MHDR was eliminated because there is very little demand for this product type (e.g. very small lots, townhomes, attached row homes, tri-plexes, etc.) in the Galt market.

The Eastview Specific Plan designates 14 acres less High Density Residential (HDR 14-24 du/ac) than the approximately 24 acres designated by the General Plan Land Use Map. This resulted because the General Plan designated a 12 acre HDR site on the south side of the UPRR corridor. This is converted to LDR_C by the Specific Plan, and discussed as a future growth area that would be developed as single-family when the area to the south comes forward with a master plan or specific plan. Typically HDR sites are located in close proximity to major streets and amenities where transit may be more readily available. This site south of the tracks does not appear to be the best location for HDR. The other HDR site was shifted to the west closer to Marengo Road and the potential for transit connections, but is still directly south and adjacent to the extension of Walnut Avenue and the Deadman Gulch corridor, thereby allowing convenient access to these facilities. It measures approximately 10 acres.

The Elementary School and Park site were shifted away from the UPRR corridor to locate these uses closer to the center of the Plan Area and to provide additional distance from the existing railroad tracks. The Elementary School was reduced from approximately 10 acres to 8.9 acres, but it is located adjacent to a Park site to allow shared use.

The General Plan designated approximately 16 acres of Public/Quasi-Public east of the Estrellita Continuation High School. This area was converted to MDR_A to allow single-family development.

A small 2 acre Commercial site is shown on the City’s General Plan at the southwest corner of Twin Cities Road and Cherokee Lane. This site is adjacent to a problematic intersection that will have access issues and after discussion with City staff it was agreed it would be better to convert this to LDR_A.

The Eastview Specific Plan embraces smart growth principles: It is a logical and efficient extension of existing infrastructure, the modified street pattern encourages a high degree of connectivity, and the plan includes open space and trails to encourage walking and
biking as an alternative the automobile, thereby reducing vehicle miles traveled. It includes a mix of uses and a diverse range of single-family housing types.

Public Facilities and Services Element: A Financing Plan was prepared for the project to ensure it will pay its fair share cost of development and the provision of services. A Water Supply Assessment was prepared to confirm water service, and storm water runoff will be mitigated by the design of the project. The project provides an elementary school site and parks that meet and exceed what was designated by the City’s General Plan. One of the park sites is located adjacent to the Elementary School site to allow for shared use.

1.6.2 Galt Zoning Ordinance

When there are differences from the City of Galt’s Municipal Code, including its zoning ordinance, and improvement standards as they exist or may be amended in the future, this document will establish guidelines and standards to implement the vision for Eastview. When there are differences from the City of Galt’s Municipal Code, including its zoning ordinance, and improvement standards as they exist or may be amended in the future, this document will establish guidelines and standards to implement the vision for Eastview. For example, the EVSP may allow different permitted land uses (e.g. recreation buildings and improvements in the Open Space zone), different sidewalk, planter and street details (e.g. wider planters, walks, raised medians or roundabouts), or different development standards (e.g. reduced lot sizes or setbacks). If not discussed by the EVSP then the most current City standards will apply (e.g. parking standards).

The Specific Plan “MDR\text{a}” designation is most similar to the City’s R2 zone; however, it allows lots sizes down to 5,250 sq. ft. vs. the R2 5,500 sq. ft. minimum. This will allow for a more diverse range of housing product types. The R1-C density range of 0 – 6 du/ac is still respected. The setbacks allow a 5’ side yard, a 10’ rear yard, and a 15’ front setback to the porch and living areas, and 20’ to the garage door. The living area front setback is less than the City’s R2 setback standard, but are intended to encourage house and porch forward architecture. Chapter 7 provides extensive architectural standards to encourage high quality design.
1.6.3 Environmental Impact Report

In conjunction with this Specific Plan, an Environmental Impact Report (EIR) was prepared pursuant to the California Environmental Quality Act (CEQA) to study the environmental effects of the Eastview Specific Plan, including impacts to agricultural resources, air quality, biological resources, climate change, cultural resources, geological resources, public services, and transportation systems. The EIR considered plan alternatives and lists mitigation measures to address significant environmental effects. Where appropriate, revisions have been made to this Specific Plan to incorporate relevant information from the EIR. Where significant impacts could not be mitigated to less than significant levels, statements of overriding consideration were listed and approved by the City Council, essentially acknowledging the benefits to the City outweighed the impacts.

1.6.4 SACOG 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

The Sacramento Area Council of Governments (SACOG), of which the City of Galt and Sacramento County are members, adopted its 2035 MTP/SCS in 2012. This plan identifies transportation infrastructure projects to be built within the six-county region using federal highway funds and other money. In 2008, the Legislature passed and the Governor signed SB 375 (Steinberg), a law which requires SACOG and the other Metropolitan Planning Organizations (MPOs) across the state to develop a “Sustainable Communities Strategy” (or SCS) designed to meet the goals of AB 32 as part of each MTP. This changed California planning by aligning transportation funding with a regional land use strategy designed to meet a regional target for the reduction of greenhouse gas (GHG) emissions from passenger vehicles. Moreover, the Regional Housing Needs Assessment (RHNA), by which SACOG assigns affordable housing targets to member jurisdictions, was synchronized with the SCS, and every local city and county is now required to update its housing element every eight years in cycle with the MTP/SCS update (beginning with the 2013-2021 cycle).

In 2010, the California Air Resources Board gave SACOG a GHG reduction target of 7% by the year 2020 and a 16% reduction by the year 2035 from the baseline emissions of the year 2005. The currently adopted 2012 MTP/SCS meets these requirements. Sacramento
County and the City of Galt are expected to meet the goals of AB 32, according to its GHG reduction target, while also providing for economic growth and development.

The SCS represents a land use and transportation scenario for the greater Sacramento region that is intended to assist the region in meeting the goals of AB 32. It is not intended to replace an agency’s or jurisdiction’s land use plan, and nothing in the MTP/SCS is intended to supersede the City of Galt’s or any other jurisdiction’s local land use authority. (See Gov. Code § 65080(b)(2)(K).)

The Eastview project embodies many of the key policy considerations that underpin the SACOG “Blueprint” and SB 375. Eastview is a mixed-use project that includes retail, schools, and parks within easy access to residents. It is being planned as a walkable and bicycle-friendly community, with opportunities for residents to find work as industries emerge along Highway 99. Eastview will provide a range of housing choices, recreational amenities and educational opportunities that will be sized and designed to appeal to new residents with a goal of capturing trips on-site in order to reduce Vehicle Miles Traveled (VMT).

1.6.5 South Sacramento Habitat Conservation Plan (SSHCP)

The SSHCP proposes a number of Critical Habitat Recovery Areas, with the closest located approximately 6 miles northeast from the Plan Area along the Cosumnes River and north of the community of Herald. The SSHCP also identifies habitat that has already been preserved. For example, the Cosumnes River Preserve is located approximately 2.5 miles north of the City of Galt and west of Highway 99 which is approximately 3.5 miles northwest of the Eastview Plan Area. While it was not approved when the EVSP was written, the SSHCP was considered during the formation of this document and could provide a future avenue by which to mitigate impacts.
1.6.6 Sacramento County Local Agency Formation Commission (LAFCO) and Municipal Services Review (MSR)

Sacramento County LAFCO is responsible for determining the territorial limits of cities and special districts within the county, according to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Gov. Code §§ 56000-57550). The Eastview Specific Plan is located within the Sphere of Influence (SOI) for the City of Galt as defined by the Sacramento County LAFCO in 2011, and LAFCO was consulted during the formulation of this document.

1.6.7 City of Galt Parks Master Plan (PMP)

Parks are a key component to the quality of life presently enjoyed by residents in the City of Galt. The City of Galt Parks Master Plan (PMP) was adopted to evaluate the City’s current park and recreation resources, assess the needs for the future, and develop a road map to achieve those needs. The PMP addresses the community needs and resources; the vision, goals and objectives; identifies ways to achieve the vision; and identifies pathways to success. The PMP incorporated an expansive public participation process and community input was sought through advisory committees, stakeholder interviews, focus groups, community workshops and other efforts.

There are currently no planned park facilities located identified in the PMP for the area within the EVSP plan area. However, the EVSP identifies 2 neighborhood parks and 2 local parks spaced throughout the Plan area in a manner consistent with the City’s General Plan and also the requirements of the PMP. The Liberty Ranch portion of the EVSP also proposes 2 small public recreation facilities within the Deadman Gulch Open Space Corridor. These facilities are sized and distributed to meet the local and neighborhood needs of the future residents of Eastview.
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EASTVIEW SPECIFIC PLAN

CHAPTER 2

EXISTING CONDITIONS
Chapter 2 – Existing Conditions

2.1 EXISTING CONDITIONS

The Plan Area’s current conditions provide clear evidence of the far-reaching alterations that early settlers made in their pursuit of agricultural industries. The transformation of the area into a largely flat and monotonous landscape occurred over generations as farming families made significant changes to the land and drainage ways in order to maximize their ability to produce high crop yields. What is left today is a large, flat area with the potential to be reimagined into a vibrant community within the City of Galt.

2.1.1 Topography

The Plan Area is approximately 1 mile in width from east to west, and is approximately ¾ of a mile in depth from north to south as measured from Twin Cities Road, but has an irregular boundary along the southerly edge where two parcels straddle the UPRR spur line.

Within the Plan Area the terrain is very flat, typical of the topography found in the Sacramento Valley. The elevations range from approximately 55 feet above sea level along the west side of the Plan Area near Marengo Road to approximately 65 feet above sea level on the east side near Cherokee Lane. The lowest point on site is the Deadman Gulch channel undercrossing at Marengo Road where the flow line elevation is approximately 44 feet. Outside of this channel the average gradient across the Plan Area is 0.2% or a drop of 1 foot every 500 horizontal feet. This indicates that the establishment of positive drainage will be challenging and run-off velocities will generally be very slow, with ponding of water commonplace during large storm events.

2.1.2 Past Agricultural Activity

The agricultural heritage of the community of Galt is extensive, with pioneers settling into the area in the 1860s and progressing from cattle grazing and dairy farming operations to dry and irrigated crop farming. Over the generations farming operations extensively re-graded the Liberty Ranch portion of the site to further flatten fields to allow flood irrigation, and natural drainage ways were for the most part channelized and re-aligned to convey storm water and
irrigation water. During 100-year flood events storm water would overtop the channels and flood a wider area. The prevalent land uses in the Plan Area have been agriculture and rural residential, with larger parcels still pursuing dry and irrigated farming. In many instances raised berms pronouncing access roads have been constructed around fields.

### 2.1.3 Adjacent Agricultural Activity

Dry and irrigated farm land is located within the Plan Area and to the south across the UPRR spur line. Parcels range from 20 acres and larger, allowing for economical planting of row crops and field crops such as alfalfa. Further to the east in Sacramento County larger parcels have been planted in vineyards. Generally, farmers have pursued dry farming or utilized wells and irrigation ditches to provide water to their fields.

The major concerns with respect to adjacent and proximate farming operations relate to the potential for land use conflicts with the residential and commercial uses within the Specific Plan. Agricultural operations can involve applications of seed, fertilizer, pesticide and herbicide during the growing season, although aerial application are not typically pursued for the size of parcels and types of crops grown in the Plan Area and immediate vicinity. Larger farming operations can create noise and dust issues for adjacent urban uses. The surrounding roadways and smaller agricultural residential parcels provide a buffer from larger farming operations, and the UPRR spur line provides a 100-foot buffer from farming operations to the south.

### 2.1.4 Vegetation

The Plan Area is comprised of non-native annual grasslands. Within Liberty Ranch vegetation mostly consists of annually harvested crops such as hay and clover. Native grasses and wild blackberries grow along drainage ditches, and shrubs and ornamental trees grow where planted adjacent to residences within the Plan Area. The remaining Liberty Ranch portion of the Plan Area is mostly devoid of trees due to the long history of farming.

The Liberty Ranch High School started construction in 2007 and opened in 2009 on 51 acres directly east of Marengo Road, with parking area and buildings accessible from this roadway and ball fields located behind the buildings to the east. The Estrellita Continuation School was constructed on the easterly portion of the school property. The turf area and tree plantings between these buildings are still maturing.
Perimeter vegetation around the Plan Area consists of a row of Blue Gum Eucalyptus trees exist along the east side of Marengo Road near Walnut Avenue, and a row of Black Walnuts are located along the west side of Cherokee Lane that have been pruned due to overhead power lines. Adjacent to existing residences on non-participating properties there are a mix of ornamental, nut, and fruit trees, as well as oak trees typically near the perimeter fence line of properties. There are several Cottonwood trees along the irrigation ditch that parallels the UPRR corridor.

(Source: Gibson & Skordal Special Status Plant Survey, 2014)

2.1.5 Geology & Soils

The geology of the site is characterized by wedges of alluvial sediments which are common to the Sacramento and San Joaquin Valley area west of the foothills. There are six soil units identified on site, generally derivatives of the San Joaquin silty loams found on slopes ranging from 0-1 %, which are moderately well draining but have a hard pan clay layer at approximately 2 feet of depth that causes ponding when saturated after extensive rainfall or over irrigation.

Site reconnaissance did not identify any evidence of underground storage tanks or waste disposal and previous soil sampling did not identify concerns regarding contamination from pesticide or fertilizer application except around existing barns where materials were stored.

(Source: Leighton & Associates, Phase I Site Assessment, 2012)

2.1.6 Roadways and Rail Crossings

Twin Cities Road (SR 104) is a Caltrans facility that abuts the northerly boundary of the Plan Area and provides vehicular access to the commercial uses located within the City of Galt on the south side of this roadway the interchange at Highway 99. Twin Cities Road is a 2-lane arterial with a striped center turn lane, but is designated on the City’s General Plan to ultimately be improved to a 6-lane divided arterial, but for the 20 year growth horizon, which is a subset of the General Plan, it is targeted to be improved to a 4-lane divided roadway. Roundabouts were installed at Highway 99 in 2014 to improve capacity of this roadway. Twin Cities Road is a regional 2-lane facility that connects Galt to the Highway 16 Sacramento River.
Levee Road approximately 12 miles to the west, and to the foothill community of Ione, approximately 26 miles to the east.

For traffic headed southbound on Highway 99, the C Street interchange is located approximately 3 miles southwest of the Plan Area and can be accessed by heading south on Marengo Road and west on Boessow Road. While Marengo Road is currently a 2-lane roadway it is designated on the City General Plan to ultimately be improved to a 4-lane divided arterial to improve roadway capacity. Marengo Road has an at-grade crossing with the UPRR spur line located directly south of the Plan Area. This spur line is utilized very infrequently, approximately once a week with relatively short low speed freight trains, and therefore interruptions that could impede the flow of traffic will be minimal. Amador County may approve new mining permits in the Ione area that could cause increased traffic along Twin Cities/SR104 as well as increase the number of trains along this RR spur from one train per week to one or two trains per day.

Cherokee Lane is a 2-lane road that also provides access between Twin Cities Road and Boessow Road, but it is not a regional facility that connects much beyond these cross roads. It also has an at grade crossing with the UPRR spur line at the southeasterly corner of the Plan Area. The circulation master plan for Eastview seeks to direct traffic away from Cherokee Lane to avoid impacting this facility, and the semi-rural uses located along it.

### 2.1.5 Wetland and Habitat

Deadman Gulch is a re-configured drainage course that generally crosses the Plan Area from east to west from Cherokee Lane to Marengo Road, providing irrigation for farming, a channel for stormwater drainage, and riparian habitat. Directly south of the existing Liberty Ranch High School Parcel this drainage corridor widens and provides several ponded areas. The wetland delineation prepared for Liberty Ranch identified a total of 7.56 acres of wetland area, with 1.96 acres of irrigation ponds and 5.60 acres of drainage channels/wetlands, as illustrated by Exhibit 2-1.

The Deadman Gulch Corridor continues to the west through the City of Galt, where it has been located within a 100’ wide trapezoid channel that is broadened in other areas. This corridor has naturalized with extensive vegetation and tree cover, and urban development is located to either side. The riparian vegetation along Deadman Gulch ranges from sparse to dense and multi-storied, and provides nesting and cover habitat for a variety of local wildlife species.
including song birds, raptors, waterfowl, opossum, raccoon, deer mouse, broad-footed mole, and striped skunk.

There are a number of non-participating properties, generally located to the northwest, that were not field surveyed and will require additional analysis prior to the approval of any future development for these properties. The entire Liberty Ranch property has been re-graded by previous agricultural operations in order to level fields to allow dry farming and irrigation, and to confine drainage into ditches and a few ponded areas in order to maximize the amount of arable land area. Wetlands and other biological resources are discussed more fully in the EVSP EIR and environmental studies attached as appendices.

(Carndo/Entrix and Gibson & Skordal 2014)
Exhibit 2-1 Existing Conditions

LEGEND

EXISTING 100-YEAR FLOODPLAIN (FEMA, PANEL 0470, MAP NUMBER 080700-04702, EFFECTIVE DATE: AUGUST 16, 2012)

IRRIGATION PONDS - 1.96 AC.

CHANNELS & WETLANDS - 3.40 AC (14,653 L.F.)

TOTAL 7.56 AC

SOURCE: WETLAND SURVEY
GIBSON & SKORDAL
MAY 2014
2.1.7 Cultural Resources

While a majority of the Plan Area has been extensively farmed, archeological resource sites may occur in and adjacent to the Specific Plan area. It is anticipated that further evaluation of the site with regard to archeological resources will occur as development phase’s progress.

The Specific Plan is subject to the provisions of California State Senate Bill 18, which requires that cities consult with California Native American tribes prior to adopting a Specific Plan. The law is intended to facilitate government-to-government (i.e., city government to tribal government) communication regarding land use planning and its potential effects to tribal cultural places. Although SB 18 is not part of the CEQA process, the Specific Plan EIR includes a description of SB 18 and cites the City’s compliance with the law.

During future construction activity in the Specific Plan, site preparation activities could unearth an archeological artifact that may qualify as an historical resource. The Specific Plan EIR includes mitigation to address the unanticipated discovery of buried resources.
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Chapter 3 – Land Use and Zoning

3.1 GOALS AND GUIDING PRINCIPLES

Consistent with the theme of the City of Galt General Plan, the Eastview Specific Plan (EVSP) combines modern suburban living with the integration of environmental stewardship.

The EVSP is guided by the following Principles:

a. Promote the harmonious existence of a broad range of residential (Low-, Medium-, and High-Density Residential [LDR, MDR, HDR]) land uses and diversity in population, housing types and income levels, implemented in a systematic and controlled manner.

b. Locate a master-planned community with recreational and educational amenities in balance with future job centers along Highway 99.

c. Through quality design, encourage healthy lifestyles by incorporation of recreational opportunities throughout the project site.

Provide an inter-connecting network of unique common area elements such as parks, open space, trails, landscaping, street furniture, signage, and lighting that will provide visual and physical continuity to the Plan Area.

d. Prepare a master plan for infrastructure for the introduction and/or extension of urban services to the project site.

e. Build a well-planned community with features that are attractive to homebuyers, such as safe and quiet neighborhoods, convenient school sites, multiple recreation opportunities, and mobility choices that enhance Plan Area connectivity as well connectivity to the Galt community at-large.

f. Arrange the community around a walkable Open Space Corridor with amenities that can serve as vibrant gathering spaces for public and private interaction, and provide recreation and minor services.

g. Dedicate rights-of-way to implement the General Plan Circulation Element.
h. Implement feasible “smart growth” and “green building” practices, including:

1. Design compact and efficient development to maximize efficiency in land as a resource as well as minimize energy consumption, minimize air quality impacts and reduce greenhouse gas (GHG) emissions.

2. 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.

3. Incorporate passive energy-efficient features, such as cool roofs, and/or photovoltaic energy production by meeting or exceeding Title 24 requirements, in the design and orientation of ‘solar ready’ buildings, and utilize deciduous street trees to provide protection and shade.

4. 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.

5. Promote “smart grid” technology to integrate communications or gather information on the behaviors and needs of residents so that services can be provided in an efficient and more sustainable manner (smart meters, tiered pricing to reduce peaking, service distribution based on demands, etc.)

6. Encourage community bus service that would allow local and regional connections to Galt, Lodi, Stockton, and Sacramento.

3.2 LAND USE PLANNING AND URBAN DESIGN OBJECTIVES

The overall form of the EVSP has been created with two primary considerations; equitable distribution of residential and recreational uses to reduce Vehicle Miles Traveled (VMT) through proximity, and; complete streets and transportation infrastructure to facilitate non-vehicular transportation connections to schools, parks and other non-residential uses to and from the residential neighborhoods. The EVSP vision and guiding principles will be implemented by the following land use planning and urban design objectives:
a. Locate **neighborhood parks adjacent to schools** to allow shared-use agreements and the positive synergy that can result from these two uses being adjacent to one another and to serve as focal points of the community’s social, recreational and educational activities.

b. Locate smaller local parks within neighborhoods to improve walkability and to satisfy the wide range of leisure activities.

c. Provide **Class I multi-use trails separated from roadways** to facilitate protected routes to school, provide recreational and exercise opportunities, and connect the overall community of Galt via non-vehicular paths.

d. Provide a **mix of land uses** to meet many of the daily needs (educational, recreational, social, shopping) of the community and thereby reduce Average Daily Trips by auto.

e. Provide a **range of open space types and sizes** (private, semi-private, and public spaces) to serve the social, recreational, educational, and transportation needs of the community.

f. Provide a **grid pattern street design** that will allow for greater interconnectivity within and between the project’s neighborhoods and will result in a more efficient travel pattern.

g. Integrate **green infrastructure** into the community by utilizing the multi-purpose open space, roadway edges and edge buffers for the natural treatment of storm water whenever possible.

### 3.3 OVERVIEW OF LAND USE PLAN

The land uses identified in this Specific Plan are consistent with the descriptions established in the Galt 2030 General Plan. A consistency analysis is provided as an appendix document as discussed in Section 1.6.1. A Specific Plan document allows zoning and development standards to be tailored and refined to provide a greater level of detail, and can allow flexibility from existing zoning regulations.
The Land Use Plan for Eastview provides a balanced mix of residential land uses designed to create a high quality, sustainable community. Upon build-out, the community will provide approximately 1,744 dwelling units and designates a mix of low, medium, and high density residential sites with excellent access to an abundance of private and public amenities, including the Family Center and Community Center on the Deadman Gulch Open Space Corridor, schools, parks, and trails. The Commercial site proposed on the corner of Twin Cities Road and Marengo Road will provide for shopping opportunities on the “going-home” corner of the project.

All land uses in the Specific Plan are linked together by a clearly defined, efficient circulation network. The proposed arterial and collector roadway system provides connectivity with the existing community of Galt and allows for efficient east-west and north-south travel. An extensive bike and pedestrian program provides for separated trails and walks to key features of the Plan Area. EVSP has also accommodated local streets for future non-participating properties.

Neighborhood and Local Parks are thoughtfully positioned to provide central elements within each neighborhood that residents can easily walk to and enjoy. In addition to the strategic location of the community’s amenities, the street network is designed in a grid pattern in order to maximize connectivity and establish a logical and effective travel pattern. The new Elementary School is situated in the middle of the Plan Area, resulting in less than a ½ mile walk along local residential streets for the majority of future students. High Density Residential HDR is located adjacent to Walnut Avenue and across from the Deadman Open Space Corridor allowing easy access to the recreational amenities proposed along this corridor. It is anticipated that this convenience will encourage pedestrian and bicycle activity, thereby reducing vehicular trips.

The Liberty Ranch LLC controlling the 356-acre Liberty Ranch portion of the EVSP sponsored the cost of preparation of this Specific Plan, the supporting engineering studies, and the accompanying Environmental Impact Report. Other properties, referred to as “non-participants”, did not financially participate in the Plan preparation. Their proposed land use designations remain as shown on the approved General Plan and are shown with a “cross-hatch” on the Land Use Plan. The inclusion of non-participating properties was directed by the City of Galt and the Sacramento County Local Agency Formation Commission (LAFCO) to create a Plan Area that is geographically well-defined by roadways in order to allow for
comprehensive planning. Two parcels from the Liberty Ranch LLC holdings located south of the UPRR corridor were included because when the UPRR spur line was acquired 150 years ago, separate legal parcels were not created. These two parcels are identified as LDRc and are noted as a Future Growth Area and designate General Plan land use and dwelling units for the purposes of pre-zoning and annexation, similar to non-participants, but development of these parcels is anticipated to occur when other properties south of the UPRR corridor combine to prepare their own Specific Plan document in the future.

For example, the LDRb designation located on the northwest portion of the Plan Area and noted on the Land Use Summary identifies a group of 10 non-participating property owners. Non-participating properties may elect to pursue development at some point in the future, and are accommodated by the provisions of this Specific Plan when they decide to develop. When they are ready to proceed, or if they sell their property to development interests, more detailed plans and environmental analysis will be required for their property. If desired they can request a Specific Plan Amendment to this document as allowed for by Chapter 8 Implementation.

The City of Galt’s Development Code has established procedures and standards for a design review process that is in sync with this Specific Plan. Where this Plan is silent on the design review process, the City’s requirements shall govern, and design review shall be performed by both the City and Liberty Ranch LLC.
Exhibit 3-1: EVSP Land Use Summary Table

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<tr>
<th>LAND USE SYMBOL</th>
<th>ZONING</th>
<th>LAND USE DESCRIPTION</th>
<th>NET ACRES</th>
<th>DENSITY RANGE (DU/AC)</th>
<th>TARGET DENSITY</th>
<th>TARGET DU/SF</th>
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<td>LOW DENSITY RESIDENTIAL-C (Future Growth Area)</td>
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<td><strong>1,744 DU</strong></td>
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Note: (A) Dwelling units are allocated to the proposed Elementary School Site and well site. In the event the Galt Joint Union Elementary School District or the City of Galt elect to build elsewhere, then these sites would be allowed to develop as MDRa or LDRa respectively. They are shown as “not applicable” and are not included in the mix of dwelling units.
Exhibit 3-2: Land Use Plan
3.4 EVSP LAND USE DESIGNATIONS

The EVSP establishes the following Specific Plan Land Use Designations which will guide the development of the Plan Area. The Zoning designation for the entire Plan Area on City Zoning Maps is “Eastview Specific Plan” (“EVSP”). The Specific Plan designation is intended to provide flexibility within the Plan Area so that as the EVSP develops over time, land uses may be adjusted as needed and in accordance with this document (see Chapter 8, Implementation) without necessarily requiring a rezone. This Chapter details specific land uses and establishes development standards and regulations by which specific land uses will be developed.

3.4.1 Low Density Residential (LDR)

The Low Density Residential (LDR) land use is intended for traditional single-family detached homes, with a density range 0 – 6 dwelling units per acre. A variety of lots sizes are anticipated to allow the Plan Area to appeal to a broad range of potential home buyers to encourage community diversity and improve absorption rates in response to market conditions. Within the Liberty Ranch portion of the Plan Area LDR anticipates a total of 424 dwelling units, with a typical lot depth from back of sidewalk of 105’ and a mix of widths ranging from 65’ to 70’ wide. The anticipated or target density is 4.4 dwelling units per acre (du/ac) overall. The lotting program on Liberty Ranch is be supported by a small lot tentative subdivision map for merchant builders. For the LDRb (non-participants) and LDRc (future growth area), the lotting program will be determined by subsequent entitlements and therefore the mid-point of the density range or 3.0± du/ac is assigned as established in the General Plan. Permitted Land Uses for non-participants shall be as specified for RIC Zone in the City of Galt Zoning Ordinance.

3.4.2 Medium Density Residential (MDR)

The Medium Density Residential (MDR) land use is intended for traditional single-family detached and/or single-family attached homes (e.g. small lots, duplexes, auto-court units) with a density range of 5 – 8 dwelling units per acre. A range of lot sizes are anticipated for this product type, but they will typically be smaller than LDR lots, and as a result may be able to offer more affordably priced homes for entry level buyers. For purposes of this Specific Plan, the target or average density assigned to MDR is 6.5 du/ac. Permitted Land
Uses shall be as specified for Zone R2 by the City of Galt Zoning Ordinance. Within Liberty Ranch the MDR_A anticipates a total of 718 dwelling units, with typical lot depths from back of sidewalk of 105’ and a mix of widths ranging from 50’, 55’ and 60’ wide. Development standards for MDR_A are listed in Exhibit 3-4 Development Standards Matrix.

### 3.4.3 High Density Residential (HDR)

High Density Residential (HDR) land use will allow for a variety of attached multi-family apartments, townhomes, condominium housing and small-lot attached and/or detached homes and has a density range of 14 – 24 dwelling units per acre. This product type may include one, two, or three story buildings. The HDR parcels have purposefully been located directly south of the extension of Walnut Avenue in close proximity to the Deadman Gulch Open Space Corridor, schools, and arterial roadways where transit will be available. The architecture should be oriented toward Walnut Avenue and this landscape corridor. The land use and circulation planning strategy was to place as many people as possible in close proximity to the Deadman Gulch Corridor and Walnut Avenue to improve walkability and access to transit. For purposes of this Specific Plan, maximum flexibility in product type is allowed, and the target density for HDR is 24.0 DU/AC. Permitted Land Uses shall be as specified for Zone R4 by the City of Galt Zoning Ordinance.

### 3.4.4 Commercial (C)

The Commercial (C) designation is intended to provide retail and commercial services to meet the daily needs of the residents of Eastview and neighborhoods west of Marengo Road. Consistent with the General Plan, this site is strategically located on the “going-home” corner within the Plan Area at the southeast corner of Twin Cities Road and Marengo Road. Combining trips to avoid “cold starts” can be an effective method in reducing GHG emissions. Anticipated businesses for this site include a neighborhood supermarket, grocery, drugstore, hardware store, bank, restaurants and similar shops, or businesses providing personal services. The anticipated density or Floor Area Ratio (FAR) for this site at full build out is 0.23 FAR or approximately 125,000 sq. ft. Permitted Land Uses shall be as specified for Zone C by the City of Galt Zoning Ordinance.
3.4.5 Elementary School (ES-PQ)

The Elementary School site will provide a public elementary school within a ½ mile walking distance of 85% of the future residents of Eastview. The development of school sites are regulated by the State of California and are exempt from local planning standards, but design guidance is discussed in Chapter 7 Community Design to improve how this school will fit within the community. The underlying Specific Plan designation for the Elementary School Site is MDRA. In the event the Galt Joint Union Elementary School District opts not to purchase this site then it shall be allowed to revert to single-family residential as depicted on the small lot tentative subdivision map for the Liberty Ranch property without requiring a Specific Plan Amendment. Permitted Land Uses shall be as specified for Zone R2 by the City of Galt Zoning Ordinance, and development standards are listed in Exhibit 3-4.

3.4.6 High School (HS-PQ)

The Liberty Ranch High School and the Estrellita Continuation School are existing uses located on 51.3 acres located directly east of Marengo Road and north of the Deadman Gulch Open Space Corridor within the EVSP. As noted above, the development of school sites are regulated by the State of California and are exempt from local planning standards. Parcel 44, a 4.8-acre site on Marengo Road directly south of the HS site is also designated P/QP, consistent with the General Plan Land Use Map allowing a future expansion area for the High School. Permitted Land Uses shall be as specified for Zone R1-C by of the City of Galt Zoning Ordinance or Elementary School alternative.

3.4.7 Parcel 5 & Parcel 44 (PQ)

The EVSP anticipates that a new municipal well will be located within the Plan Area on Parcel 5 to serve this development and to augment the City of Galt’s water supply system. The exact size and location of the well site is subject to change based upon the results of future test well drilling results, wellhead protection and treatment requirements, but a 0.6-acre site is currently designated at the southwest corner of the Plan Area adjacent to Marengo Road. This location will allow this new facility to be installed early in the development of the Plan Area. In the event a well is not located on this site then it shall be allowed to revert to LDR single-family residential as depicted on the small lot tentative subdivision map for the Liberty Ranch
Ranch property. Permitted Land Uses shall be as specified for Zone RI-C by the City of Galt Zoning Ordinance. Parcel 44 is a non-participating property and retains the existing General Plan designation.

3.4.8 Parks (P)

The Park (P) designation is intended for public parks and recreation uses. The Eastview Specific Plan area has designated park lands to meet the social and recreational needs of the community.

Parks include four green spaces distributed in such a way to allow the majority of residents to live within a short walk of a neighborhood or local park. The parks south of Deadman Gulch are linked by a Central Pedestrian Corridor and/or “Spine” Streets allowing residents to walk or bike from neighborhood to neighborhood, or from one park to another along internal residential streets. Permitted Land Uses shall be as specified herein.

Park parcels are specifically shown throughout the Plan Area. Park uses are permitted in all Land Use Designations within the Specific Plan. Minor adjustments to the distribution, size and/or shape of the parks are permitted without a Specific Plan Amendment.

The neighborhood park requirement for EVSP is discussed by Chapter 6 Parks and Open Space. Four (4) Park sites are designated within the EVSP providing a total of 17.0 acres of green space. The three parks within Liberty Ranch are sized and are carefully spaced and distributed to provide active recreational facilities within a convenient ¼ mile walking distance of future residents. Parks may provide active play areas with lawn area for youth-sized league play or practice (e.g. U-8 soccer practice), basketball courts, and may also include play structures or passive use areas such as a shaded picnic and BBQ area. The Parks on Parcels 8 and 32 are intended to be more informal green space, while the Park on Parcel 19 is intended for active recreation and shared use with the Elementary School.

Two small park sites are proposed within the Deadman Gulch Open Space Corridor and are designated P. The first site is proposed directly north of the first roundabout on the extension of Walnut Avenue and is envisioned to be a “Family Park” and will be focused around an outdoor play area, with a play structure, and athletic courts. Ancillary uses may include restrooms, and a cooking or grill area that could be used by residents.
The second park site is proposed directly north of the third roundabout on Walnut Avenue and due to its central location is anticipated to be a social hub for Eastview. This Deadman Gulch Park will be more passive in activity. This site is anticipated to include space for a small urban farm or community garden where residents could tend to plots for vegetables, herbs, or flowers, or it could provide a demonstration garden for drought tolerant plant material. A greenhouse may be located to provide a starter shed for plant material. This site may also include ancillary commercial uses, allowing the provision of services that Eastview residents could walk or bike to. These retail uses may include an outdoor grill area or similar use that is determined to be complementary community oriented nature of the site.

Please refer to Chapter 6 Parks and Open Space, and Chapter 7 Community Design for more detailed discussion. Chapter 7 Community Design lists the Design Guidelines and Standards that control the development of the Deadman Gulch Open Space Corridor.

3.4.9 Open Space (OS)

The Open Space (OS) zone is intended to allow passive and active recreational uses, and is a key element of the sustainable development approach being pursued by the EVSP.

The Deadman Gulch Open Space Corridor is a central element to the Plan Area extending from Marengo Road to Cherokee Lane. Serving multiple functions, it is graded to provide 100-year flood storage to protect the developed areas within the Plan Area that lie to the north or south from flooding. The low flow channel will be reconstructed to mitigate for wetland impacts and side slopes will be intensely landscaped with native plant materials to provide habitat for sensitive species, thereby offsetting for impacts associated with past farming practices and the development of the Plan Area. It also includes one detention (overflow) basin and four water quality basins that will capture and pre-treat urban runoff prior to flowing into the main channel.
This corridor also includes bike and pedestrian trails to allow enjoyment of this open space corridor and connectivity with the community of Galt to the west, and also to Liberty Ranch High School site to the north. Lastly, two small parks (approximately 1.5 acres each) will be located within this open space corridor directly north of Walnut Avenue, providing recreation and social gathering space for future residents. Given the investment in this corridor it will also function as a landscape image statement. In total, it will provide an element of sustainability for the project and establish a high level of quality.

The proposed Deadman Gulch channel that runs through the Liberty Ranch property is designed and modeled to match the vegetated condition downstream of Marengo Road as reported in the Eastview Specific Plan Drainage Study dated April 23, 2015. An alternative was not prepared to change the roughness of the channel as this “low maintenance” assumption was already included at the request of the City of Galt Engineering Department.

A minor component of the proposed Open Space program is the 0.6-acre parcel located at the northeast corner of the Plan Area at Twin Cities Road and Cherokee Lane. This site provides a landscape opportunity to announce the arrival into the City of Galt for travelers headed westbound from the foothill communities on Twin Cities Road (SR 104). The design of these facilities is further detailed in Chapter 7 Community Design.

3.4.10 Utility and Communication Facilities
Utility and Communication facilities (e.g. cell towers) shall always be permitted with a minor use permit in any land use designation. Depending on the location and visibility of facilities, special design considerations may be implemented.
### 3.5 LAND USE SUMMARY BY SPECIFIC PLAN PARCEL

The following table provides a land use summary by village or large lot parcel as illustrated on Exhibit 3-2: Land Use Plan. In the case of LDRa, there are 13 different assessor’s parcels owned by non-participants with this designation, which is based on the City’s General Plan. Where plans have not been submitted for residential parcels, the midpoint of the General Plan density range is utilized. For the Liberty Ranch portion of the Plan Area a detailed small lot map was prepared to identify a target number of dwelling units (DUs). The net acres, target density, and target DUs are subject to minor revision pending final small lot tentative subdivision maps, engineering plans and approval. All revisions are subject to the requirements of Chapter 8 Implementation.

**Exhibit 3-3: Land Use Summary by Parcel**

<table>
<thead>
<tr>
<th>SPECIFIC PLAN PARCEL NUMBER</th>
<th>LAND USE DESIGNATION</th>
<th>LAND USE</th>
<th>DENSITY RANGE DU/AC (GROSS)</th>
<th>TARGET DENSITY±</th>
<th>NET ACRES±</th>
<th>TARGET DUS</th>
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</thead>
<tbody>
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<td>NET AC RES±</td>
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</table>

**SUBTOTAL**  
ROADWAYS  
**TOTAL**

Note: Target Densities and acreages are preliminary and subject to slight variances with final design, engineering and final mapping.
# 3.6 DEVELOPMENT STANDARDS

This section describes the Development Standards for land use types in the EVSP. This is the regulatory portion of this Chapter that gives quantifiable standards for things such as density, lot widths, setbacks, and building height. Design guidelines are also provided for the various land uses in the EVSP in Chapter 7 Community Vision.

## Exhibit 3-4: Development Standards Matrix

<table>
<thead>
<tr>
<th>EVSP Land Use Designation</th>
<th>Comparable City of Galt Zone</th>
<th>Unit Type</th>
<th>Max. Lot Coverage or FAR</th>
<th>Min. Lot Size¹</th>
<th>Min. Street Frontage²</th>
<th>Required Yard Setbacks</th>
<th>Max. Bldg. Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>LDRa</td>
<td>R1C-SP</td>
<td>Single-family</td>
<td>.50</td>
<td>6,500 sf.</td>
<td>65 ft.</td>
<td>Min. Front Yard Setback³: 20 ft.</td>
<td>5 ft.</td>
</tr>
<tr>
<td>LDRb</td>
<td>R1C</td>
<td>Single-family</td>
<td>.50</td>
<td>6,500 sf.</td>
<td>65 ft.</td>
<td>Min. Front Yard Setback³: 20 ft.</td>
<td>5 ft.</td>
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<td>R1C</td>
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<td>6,500 sf.</td>
<td>65 ft.</td>
<td>Min. Front Yard Setback³: 20 ft.</td>
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<tr>
<td></td>
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<td>Duplex</td>
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<td>6,500 sf.</td>
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<td>Min. Front Yard Setback³: 20 ft.</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4,000 sf. for each add’l dwelling unit</td>
<td>70 ft.</td>
<td>Min. Side Yard Setback²: 5 ft.</td>
<td>5 ft.</td>
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<td>(Subject to Galt Development Code)</td>
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</tr>
</tbody>
</table>

1) Minimum Lot Size as measured from right-of-way on minor residential and primary residential streets, or back of walk.
2) Lot Frontage (Lot Width) shall be measured in accordance with Galt Development Code. In the case of a lot fronting on a curving street or around a curving portion of a cul-de-sac, the Minimum Lot width shall be the distance between the side lot lines measured along the curb at the front setback line, and also along a cord at the rear setback line. Per the Galt Development Code LDR or R1C allows a 5 ft. reduction or 15 ft. to porches or the side of a garage. Liberty Ranch MDR-A also allows a 5 ft. reduction for living areas (e.g. second floor overhang) to reduce the prominence of garages.
3) Min. Street Frontage (Lot Width) shall be measured in accordance with Galt Development Code. In the case of a lot fronting on a curving street or around a curving portion of a cul-de-sac, the Minimum Lot width shall be the distance between the side lot lines measured along the curb at the front setback line, and also along a cord at the rear setback line. Per the Galt Development Code LDR or R1C allows a 5 ft. reduction or 15 ft. to porches or the side of a garage. Liberty Ranch MDR-A also allows a 5 ft. reduction for living areas (e.g. second floor overhang) to reduce the prominence of garages.
4) At side yards where separate landscape lots are created, the wall or fence may be placed at 7 feet from back of walk.
5) Secondary and accessory units are subject to Section 18.20.060 and Table 18.20-2 of the City of Galt Zoning Ordinance.
6) The Maximum Coverage or Density for Commercial is not defined. A target density of 0.23 FAR and is used in various Summary Tables herein that calculate building square footage, employees, etc.
3.6.1 Minimum Home Sizes and Floor Plan Variation

The Eastview Development Agreement (DA) includes several development standards that are reiterated here. The DA should be consulted to determine if there are any other requirements that may affect the design of the project.

1. Minimum Home Size: Detached single-family homes within the Liberty Ranch portion of the EVSP shall meet the following minimum square footages in size, based upon enclosed living space and excluding garage space. The minimum home size per lot type shall be as follows:

<table>
<thead>
<tr>
<th>Lot size (square feet)</th>
<th>Minimum Home Size (square feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,000 to 5,999</td>
<td>1,500 (single story) 1,800 (two story)</td>
</tr>
<tr>
<td>6,000 to 6,999</td>
<td>2,000 (single and two story)</td>
</tr>
<tr>
<td>7,000 and above</td>
<td>2,200 (single and two story)</td>
</tr>
</tbody>
</table>

2. Floor Plan Variation: There shall be no fewer than three (3) floor plans with no fewer than three (3) exterior elevations per plan within each merchant builder parcel with fewer than forty (40) lots; no fewer than four (4) floor plans with no fewer than three (3) exterior elevations per plan within each merchant builder parcel with forty (40) to one hundred (100) lots; and no fewer than five (5) floor plans with no fewer than three (3) exterior elevations per floor plan within each merchant builder parcel with more than one hundred (100) lots. Merchant builder parcels are defined by Exhibits 3-2 and 3-3.
EASTVIEW SPECIFIC PLAN

CHAPTER 4

CIRCULATION
Chapter 4 – Circulation

The Circulation chapter of the EVSP addresses the broad range of transportation modes envisioned to serve the community. While individual automobiles will remain the primary mode of travel in California for many years to come, they are slowly trending toward hybrid and electric vehicles. A sincere effort has been made to integrate “complete street” design measures into the Eastview Plan Area so that the automobiles, bicyclists and pedestrians are accommodated more equitably. Traffic calming measures, such as roundabouts or circles are utilized to slow vehicular traffic and make the community friendlier to pedestrians and other modes of transportation. Reduced centerline radii on streets around parks, on private drive aisles and entrances to parking areas from roadways are encouraged as a method of slowing vehicular speeds.

The street system is a critical element in establishing the character of a community. Extensive landscaping is proposed along arterial, collector and primary streets to provide shade, enhance the pedestrian experience, and encourage walking. Landscaped entry statements are proposed at key entries into the project and at features within the project, such as the roundabouts. Landscape requirements are discussed by Chapter 7 – Community Design.

4.1 ROADWAY MASTER PLAN

A hierarchy of roadways has been configured to allow for the safe and efficient conveyance of traffic, with an objective of discouraging long distance or “cross-town” traffic from cutting through neighborhoods and instead directing it toward arterial roadways. The “modified” grid pattern of streets allows for excellent vehicular and pedestrian connectivity and also allows for efficient dispersal of vehicular traffic alleviating the need for wider streets and avoiding the potential to overwhelm residential neighborhoods. Narrower streets are also an effective traffic calming measure that will slow vehicular speeds compared to wider streets. The precise alignment of roadways will be determined during the processing of tentative subdivision maps, improvement plans and final maps.
CHAPTER 4 – CIRCULATION

NOTE: FOR CONCEPTUAL PURPOSES, ARTERIAL ROADWAY WIDTHS, INTERSECTION WIDENING AND/OR TRANSITIONS WILL BE SUBJECT TO CITY ENGINEERING REVIEW AND APPROVAL.

Exhibit 4-1: Roadway Master Plan
4.1.1 Arterial – Marengo Road

Marengo Road is designated as an arterial on the City of Galt’s 2030 General Plan. Full roadway improvements were installed with the construction of the Galt High School site, and the easterly portion of this street and travel lanes will be extended south to the Liberty Ranch property and the intersection with Elk Hills Drive to serve the Eastview Plan Area. The total back of curb dimension is 74 feet. The proposed landscape corridor on the east side of the street is expanded from the standard 18 foot width to 25 feet due to the existing overhead 69 kV power line in order to provide adequate space for landscaping and street trees. A sound wall will be required adjacent to single-family residential for noise attenuation.

Exhibit 4-2: Marengo Road – 4 Lane Arterial
4.1.2 Arterial – Twin Cities Road (SR 104)

Twin Cities Road (State Route 104) is the main conduit for vehicular traffic headed west to State Highway 99. In its ultimate build-out configuration, Twin Cities Road will transition from a 6 lane arterial/thoroughfare at the intersection with Marengo Road to a 4 lane arterial across the top of the Plan Area. Widening and improvements to Twin Cities Road will be phased over time and will be impacted by regional traffic patterns.

Exhibit 4-3: Twin Cities Road – 6 Lane Arterial (Ultimate)

Exhibit 4-4: Twin Cities – 4 Lane Arterial
The specific details improvements will be directed by the City Engineer with conditions of approval on adjacent small lot tentative maps. Because there are non-participating property owners in the northwest portion of the Plan Area, it is possible that Twin Cities may be partially improved on an interim basis. The existing roadway may require resurfacing and most of the widening with occur on the south side as adjacent properties are developed.

4.1.3 Collector - Walnut Avenue

Walnut Avenue is the main east-west street providing access through the Eastview Plan Area, connecting from Marengo Road on the west to Cherokee Lane on the east. It will parallel the south side of the Deadman Gulch Open Space Corridor providing excellent visibility of this landscaped amenity, and as a result will be the key image street for the Liberty Ranch project within the Eastview Plan Area. A high volume of turn movements to Marengo Road are anticipated due to its signalized connection with Twin Cities Road (SR 104).

Approximately 300 feet east of the intersection with Marengo Road, Walnut Avenue will transition from 2 lanes in each direction to 1 lane in each direction and a raised landscaped median. This is justified based on the traffic volumes discussed in the EIR Traffic Study. This “signature” street proposes a system of five 80 foot diameter roundabouts, which are located at each intersection to provide a dramatic visual statement and also as a traffic calming measure to slow and moderate vehicle speeds. The roundabouts allow the landscaped median to be continuous by eliminating the need for left-turn pockets at intersections, resulting in less pavement than a typical minor arterial/collector street. Pedestrian crosswalks are located back from the intersection to allow safe crossings.
Curbside parking will be allowed on the south side of Walnut Avenue in front of the proposed High Density Residential (HDR) parcels and the Elementary School, to accommodate guest parking and overflow parking for school events. East of Liberty Ranch Road this curbside parking is eliminated due to the proposed back-on single-family homes, allowing a further reduction in the pavement width. The internal local street pattern within Liberty Ranch is configured to direct vehicular traffic north to Walnut Avenue as a method of reducing east-west traffic on neighborhoods streets.

### 4.1.4 Minor Arterial - Cherokee Lane

Cherokee Lane is a minimally improved 2 lane rural road, with approximately 10 foot travel lanes in each direction and a roadside drainage swale. It is designated on the General Plan as a 2 lane Collector, although it functions like a minor arterial street providing access to rural residential parcels located in Sacramento County to the east. Streets within the Plan Area are configured to direct traffic away from Cherokee Lane. A 35-foot expanded parkway landscaped corridor is proposed behind the roadside swale that is located within the road right-of-way to provide a landscaped buffer to existing residents and maintain a rural appearance.

Upon build-out of the Eastview Plan, the connection of Walnut Avenue will provide an alternate access for the residents living on Cherokee Lane, enabling them to connect more conveniently to the west to the City of Galt.
4.1.5 Collector/Primary Street – Lake Park Avenue

Existing Lake Park Avenue will extend east to serve the Commercial and Low Density Residential area located in the northwest portion of the Plan Area, and will provide a parallel street to Twin Cities Drive that will allow residents to connect with the adjacent neighborhood to the east on a local street. Homes and individual driveways should not “front-on” to this street within 600 feet of Marengo Road to avoid the potential for conflicts with driveways for the proposed commercial site. This roadway will provide a 48-foot back of curb dimension to allow for a painted median at the intersection with Marengo Road, but to the east will transition down to a Primary Residential Street east of the commercial site.

4.1.6 Primary - Liberty Ranch Road

Liberty Ranch Road provides a north-south primary street that is anticipated to convey traffic up to a future traffic signal at Twin Cities Road (SR 104). While traffic volumes are anticipated to be similar to Primary Residential Street, this road will not have any front-on lots because it may someday connect to the future growth area located south of the UPRR. A painted median is not proposed in order to reduce vehicle speeds and also reduce pavement width. North of Walnut Avenue “back-on” residential with a sound wall is the recommended condition. South of Walnut Avenue Liberty Ranch Road will provide access to the ES/Park site, and will provide curbside parking for visitors or parents that drive to these uses.
This roadway is located on the easterly side of the Plan Area in order to gather project traffic in an efficient manner and direct it away from Cherokee Lane. This will avoid impacting residents that live on this existing 2-lane rural roadway, and it also directs traffic away from the intersection safety issues that exist at Cherokee Lane and Twin Cities Road. The future traffic signal at Liberty Ranch Road and Twin Cities Road will provide for safe turn movements.

4.1.7 Primary Residential Streets

The Primary Residential Street section should be utilized where traffic is anticipated to accumulate above 3,000 ADT. It provides an additional 6-foot of roadway width or a 38-foot back of curb dimension, which allows for additional maneuvering space for parking and could also allow for a Class III un-striped bike lane. Within Liberty Ranch Primary Residential Streets are utilized to convey vehicular traffic out to collector streets or connect between neighborhoods. A separated sidewalk is utilized to provide a buffer to pedestrians.

A modified Primary Residential Street with “side-on” lots and a wider landscaped planter is utilized to create a “spine-street” connection between 2.5 acre Park in Phase 1 and the proposed ES/Park site in Phase 3. It is anticipated that this street will be a significant pedestrian corridor connecting residents to the ES/Park site and therefore an 8-foot planter and a 7-foot sidewalk is proposed, and the curbside parking is eliminated in favor of an on-street striped Class II bike lane. The bike lane will provide 5 feet on the pavement in addition to the gutter.
4.1.8 Minor Residential Streets

The City’s standard Minor Residential Street is utilized for “in-tract” streets where traffic volumes are anticipated to serve fewer than 300 homes, which is equivalent to approximately 2,000 Average Daily Trips (ADT). This street section has a 32-foot back of curb dimension with 5-foot sidewalks. Generally, this section is utilized for in-tract situations where homes front on the street the sidewalk is located at back of curb to allow loading and unloading of passengers and packages in front of individual homes. The rolled curb also allows individual driveways to be poured after homes are built, simplifying the construction process. As traffic begins to exceed the 5,000 ADT threshold, backing out of garages or driveways onto the street becomes an issue and lots should be oriented to “side-on”. At neighborhood entries and streets where traffic is anticipated to accumulate, a separated sidewalk with a 6-foot planter encouraged, providing a landscaped buffer with street trees between the street and pedestrians.

4.1.9 Alleys (Private)

Within the Plan Area, alleys may be utilized in the MDR, MHDR and HDR areas to provide access to residential units. Alleys locate vehicle loading to the rear of the property and enable architecture to be placed more continuously along the street to create a more appealing landscape scene that avoids interruption with individual driveways. Alley widths will be determined during a subsequent site plan and design review process, but typical alley widths are 20 feet with 4 foot aprons to garage doors. Please refer to Chapter 7 - Community Vision for residential development standards.
4.2 ALTERNATIVE TRAVEL MODES

The goal for alternative travel modes is to facilitate transportation choices and to encourage alternatives to automobile travel. Alternative travel modes offer a number of community wide benefits. They can help reduce Vehicle Miles Traveled (VMT), which in turn will reduce Greenhouse Gas (GHG) emissions and incrementally improve air quality. Activities such as 30 minutes of walking or biking every day can significantly improve individual health and fitness. Providing pleasant, well landscaped outdoor spaces and pathways for pedestrians and bicyclists will increase the opportunities for chance interactions between neighbors, which will improve social connectivity and foster a strong sense of community.

4.2.1 Pedestrian

Sidewalks will be provided along every street within the Plan Area. Along arterial, collector and primary residential streets the sidewalks will be separated from the curb by a minimum 6-foot planter. A Class I bike/pedestrian trail will meander through the Deadman Gulch Open Space Corridor providing an east to west connection to the existing neighborhoods and schools located to the west. This central trail corridor will connect neighborhoods to parks and schools. These corridors will be landscaped to provide shade for pedestrians as discussed by Chapter 7 – Community Design to provide a pleasant pedestrian experience and promote walkability. Directional signage will also be a key element in providing a clear, understandable system of trails. Lastly, benches or rest stations should be considered along key segments of the Deadman Gulch and Central pedestrian trail corridors.
Exhibit 4-16: Bike & Pedestrian Master Plan
4.2.2 Bikeways

A hierarchy of bikeways is proposed for the Plan Area to allow bicyclists to move easily from one neighborhood to the next and to connect between uses. The City’s Bicycle Transportation Plan designates both on- and off-street bikeway facilities. Directional signage will provide bicyclist clear understandable guidance.

4.2.2a Class I Bike Trails (Off-Street Dual Purpose Trails)

Class I Bike Trails are generally defined as off-street pathways completely separated from roadways and for the exclusive use of bicyclists and pedestrians. Within the Plan Area a Class I Bike Trail is proposed for the Deadman Gulch Open Space Corridor. This trail will provide 10 feet of asphalt with 2 feet of gravel and/or decomposed granite shoulders, and will meander away from Walnut Avenue and through the Deadman Gulch Open Space Corridor. This bike trail will provide connectivity to the Liberty Ranch High School site via a new bike/pedestrian crossing of Deadman Gulch, providing a safe route to this school away from arterial streets. This trail is designed to allow unimpeded flow of bicycle and pedestrian traffic, allow connectivity to the existing neighborhoods to the west across Marengo Road, and may also be utilized by light service vehicles for maintenance of the open space corridor.

4.2.2b Class II Bike Lanes (On-Street Striped Bike Lanes)

Class II Bike Lanes are striped on-street bicycle lanes, typically located on arterial and collector roads. Within the Plan Area, a Class II Bike Lane is added to the “Spine Street” within the middle of the Liberty Ranch portion of the Plan Area, providing a safe route from the Park in Phase 1 to the Elementary School and Park proposed in Phase 4. Bike lanes are striped at a minimum 3 feet in addition to the gutter to allow adequate pavement area for cyclists, can be painted a different color, such as green, to differentiate the bike lane from the vehicular lanes.
4.2.2c Class III Bike Routes (On-Street Un-striped Bike Routes)

A Class III Bike Route provides for shared use of the roadway with automobile traffic. Within the Plan Area these are located on Primary Residential Streets that are 6 feet wider than a Minor Residential Street. These bikeways provide “feeder” connections to Class II and Class I bike facilities.

4.2.2d Paseos

Paseos are sidewalks that provide cross-block connections, allowing convenient “cut-thru” travel by bicyclists and pedestrians. These will be located at the time small lot tentative maps are prepared.

4.3 PUBLIC TRANSPORTATION

Transit services in the City of Galt, South Sacramento County and the Delta are provided through a cooperative agreement between the City of Galt and the County called South County Transit (SCT). Sacramento County is the lead agency for transit services and administers a contract for services with the current provider Storer Transit Systems.

4.3.1a Dial-a-Ride

The new SCT/LINK Dial-a-Ride is provided through a partnership with Sacramento County and the City of Galt and offers curb-to-curb service. Dial-a-Ride also connects the Herald area to the community of Galt. Dial-a-ride service is a shared transit service. As the driver receives calls, the route may be altered so that other passengers may be picked up during a particular trip. This type of shared ride service allows for cost effective service to areas where housing densities are relatively low, ridership is relatively low, and passengers are infrequent. For higher density housing complexes and shopping centers, a designated pick-up/drop-off spot is utilized to avoid the potential for miscommunication. This dial-a-ride service replaced the fixed route service in the City of Galt in 2010. Trips may be scheduled by calling (209) 745-3052 between 6:30 am to 6:30 pm Monday through Friday, and 8:00 am to 5:00 pm on Saturdays.
4.3.1b Highway 99 Express

SCT/LINK’s Commuter Express provides direct intercity service between Galt, Lodi, Elk Grove and locations in Sacramento including Cosumnes River College, Kaiser Hospital South, and Methodist Hospital. This service runs hourly between 5:20 am to 7:20 pm Monday through Friday. The pick-up and drop-off location for the 99 Express in Galt is at City Hall, located at 380 Civic Drive.

4.3.1c Medical Tripper

The Medical Tripper operates on Thursdays and Fridays to provide connections between Galt and medical facilities in Sacramento for seniors or persons with disabilities. A 24-hour advance reservation is required.

4.4 UNION PACIFIC RAILROAD (UPRR) SPUR LINE

At the southerly edge of the Plan Area a UPRR spur line is located within a 100-foot wide corridor. This spur line connects to the UPRR main rail line serving the Central Valley in “old town” Galt approximately 2 miles to the west, and provides rail access to the foothill communities of Ione and Sutter Creek to the east, approximately 23 miles and 33 miles to the east, respectively. Its existence is a testimony to Galt’s history as a collection point for agricultural and mining products; however, freight traffic on this spur line has been very infrequent in the past few decades, with approximately one train per week, and trains are moving at a slow speed due to proximity to the main line. Current freight traffic is generally been associated with the mining activities for minerals in the Ione area, and as such, a masonry wall is now proposed. The risk for a spill of toxic materials from a train on this spur line is considered to be very minimal given the type of freight typically carried (minerals) and the frequency. Amador County may approve new mining permits in the Ione area that could cause increased traffic along Twin Cities/SR104 as well as increase the number of trains along this RR spur from one train per week to one or two trains per day.
Chapter 5 – Public Services and Facilities

This Chapter provides an overview of the public facilities and onsite utilities and services needed to support development of the land uses within the Eastview Specific Plan (EVSP). The EVSP includes implementation measures (Chapter 8) intended to ensure that public facilities are provided in a timely manner. Public services that will be provided in the EVSP include schools, parks and open space, fire protection, and law enforcement. The utilities include electricity, natural gas, telephone, cable, and high speed internet. Public facilities that will be required for the EVSP include roadways, sanitary wastewater collection and treatment, water, storm drainage, and solid waste disposal.

5.1 PUBLIC SERVICES

5.1.1a Existing Schools and Enrollment

The City of Galt and the EVSP Area are currently being served by separate elementary and high school districts and lies within boundaries of the Galt Joint Union Elementary School District serving grades K-8 and the Galt Joint Union High School District serving grades 9-12.

There are currently seven (7) schools within the Galt Joint Union Elementary School district including preschool, elementary and middle schools facilities. The facilities are:

- Fairsite Preschool & School Readiness Center (Pre-Kindergarten)
  902 Caroline Avenue
- Lake Canyon Elementary School (Transitional K – 6)
  800 Lake Canyon Avenue
- Marengo Ranch Elementary School (K - 6)
  1000 Elk Hills Drive
- River Oaks Elementary School (Transitional K - 6)
  905 Vintage Oak Avenue
- Valley Oaks Elementary School (K - 6)
  21 C Street
Vernon E. Greer Elementary School (Transitional K - 6)
248 West A Street
Robert L. McCaffrey Middle School (7 - 8)
997 Park Terrace Drive

There are three (3) schools within the Galt Joint Union High School District:

Galt High School (9-12)
145 N. Lincoln Way
Liberty Ranch High School (9-12)
12945 Marengo Road
Estrellita Continuation High School (9-12)
12945 Marengo Road

The Liberty Ranch High School and Estrellita Continuation School are located within the Eastview Plan Area, east of Marengo Road. McCaffrey Middle School is located directly west of the Plan Area across Marengo Road, but fronts onto Park Terrace Drive, which is approximately 0.40 miles from the intersection of Walnut Avenue and Marengo Road. Marengo Ranch Elementary School is located approximately 0.60 miles to the west from this intersection.

Based on the School Facilities Needs Analysis dated September 2013, prepared by SCI Consulting for the Galt Joint Unified Elementary School District (GJUESD), the 5 elementary schools within the district had a total capacity of 2,599 students and a total enrollment of 2,890 students in 2012-2013 calendar year, exceeding capacity by 291 students. School capacity is determined based on criteria established by SB 50 and the California Department of Education, which utilizes a ratio of 25 students per classroom or permanent teaching station for Grades K-6, and 27 students per classroom for Grades 7-8. The education code also allows portable classrooms to be included in this calculation up to a maximum of 25% of the total number of classrooms within a particular facility. In 2012-2013, the District’s capacities for Elementary Schools were impacted with enrollment exceeding capacity by 291 students, while the McCaffrey Middle School had space available for 274 additional students. The Liberty Ranch High School (9-12) opened in 2009 with an initial student population of 589 students and has grown to 1,020 by September 2014. It has an ultimate capacity of 2,200 students. The Galt Joint Union High School District also
includes Galt High School (9-12) located at 145 N. Lincoln Way which had an enrollment of 986 students in 2014, and space for 1,113 students.

**Exhibit 5-1: School Capacity and Enrollment (2012-2013)**

<table>
<thead>
<tr>
<th></th>
<th>Estimated Capacity</th>
<th>2012-2013 Enrollment</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elementary Schools</td>
<td>2,599</td>
<td>2,890</td>
<td>-291</td>
</tr>
<tr>
<td>Middle Schools</td>
<td>1,176</td>
<td>902</td>
<td>274</td>
</tr>
<tr>
<td>High Schools</td>
<td>3,313</td>
<td>2,206</td>
<td>1107</td>
</tr>
</tbody>
</table>

(Source: *School Facilities Needs Analysis dated September 2013* prepared by SCI Consulting)

While Elementary Schools within the City of Galt are currently impacted, it should be noted that student populations fluctuate over time. If housing turnover is relatively low and residents remain in their homes “aging in place” children will age and move through the system. It is common to see enrollments peak as homebuyers move into new subdivisions and then begin to decline fifteen years later. The 1,445 dwelling units proposed on the Liberty Ranch portion of the Plan Area is anticipated to have a 10-15± year build-out, depending on market conditions. This will also affect the demand and timing for schools. There was a market study prepared for the Liberty Ranch portion of specific plan, but build-out depends on actual conditions at time of construction.

Based on Exhibit 5-2, it appears that the Eastview Plan Area will generate enough students to support a new Elementary School at the build-out generation rate calculation. As a result, a preferred location has been identified for an 8.8-acre Elementary School Site, which is centrally located within the Plan Area adjacent to a 5.1-acre Neighborhood Park. This site is strategically located so that 85% of the future residents of Eastview will be within a ½ mile radius of the site. This site can be accessed by future residents via a central pedestrian corridor along a local residential street, providing a safe route to school. It is also located south of the Deadman Gulch Open Space Corridor, which could offer outdoor recreational and educational opportunities. Deadman Gulch is discussed in more detail by *Chapter 6 Parks and Open Space* and *Chapter 7 Community Design*. An alternative school site, identified on the plan directly east of the Estrellita Continuation High School, was also explored in discussions with the District.
### Exhibit 5-2: Estimated Student Generation

<table>
<thead>
<tr>
<th>LAND USE CATEGORY</th>
<th>DWELLING UNITS</th>
<th>ELEMENTARY SCHOOL (K-6)</th>
<th>MIDDLE SCHOOL (7-8)</th>
<th>HIGH SCHOOL (9-12)</th>
<th>TOTAL STUDENTS</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>FACTOR^3</td>
<td>STUDENTS</td>
<td>FACTOR</td>
<td>STUDENTS</td>
<td>FACTOR^3</td>
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<tr>
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<td>171</td>
<td>0.134</td>
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<td>88</td>
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<td>29</td>
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<td>LDR_C</td>
<td>52^1</td>
<td>0.404</td>
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<td>n.a.</td>
</tr>
<tr>
<td>ES SITE/MDR_A</td>
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<tr>
<td>MDR_A</td>
<td>718</td>
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<td>290</td>
<td>0.134</td>
<td>96</td>
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<tr>
<td>MDR</td>
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<tr>
<td>HDR</td>
<td>250</td>
<td>0.226</td>
<td>57</td>
<td>0.064</td>
<td>16</td>
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<td>TOTAL</td>
<td>1,744</td>
<td>619</td>
<td>202</td>
<td>407</td>
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<tr>
<td>Assumed School Capacities</td>
<td>650</td>
<td>1,200</td>
<td>2,200</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
1. The LDR_C area is a future growth area with a unit allocation, but will be developed when the area south of the UPRR corridor develops. Therefore these units are not included.
2. The ES Site/MDR_A is allocated approximately 48 units and the Well Site on Parcel 5 is allocated 2 units, however these units are not included to avoid over counting.
Exhibit 5-3: Proposed School Site

Exhibit 5-3a: Potential Parcel 18 School Site Lotting
5.1.1b Shared Use Agreements

School campuses provide many recreational amenities to their neighborhoods in the form of sports fields and courts, play structures, and meeting areas. After school hours, some of these facilities are used informally by local residents, while others are made available for City recreation programs through formal shared use or joint use agreements with the City. These agreements also provide schools with access to certain City park facilities for use during school hours. The City and the districts share in various aspects of facility development, maintenance, and operations. These arrangements help maximize the public benefits from resources used to fund both schools and parks.

The City of Galt currently has joint use agreements with GJUESD. The agreements cover the Northeast Sports Park located on the easterly portion of the McCaffery Middle School site, and Greer Basin Park.
(Source: City of Galt Parks Master Plan Update and City staff).

5.1.2 Library

The Galt Library was established in 1908, the second in Sacramento County. In 1993 the Marion O. Lawrence Library was built, and is named after a former mayor of Galt, who was a strong supporter of the library. The library is an archive for materials from the Galt Area Historical Society, and well as information and documents on the City of Galt.

The Marian O. Lawrence Library is located at 1000 Caroline Avenue, approximately 3 miles from the Plan Area. The library serves as a community resource, providing help in the “Homework Zone” where elementary school and high school students can drop in during business hours to get help on their homework.

The Galt Library site is generally well located in the community. It is in the city center, near City Hall as well as a community center and park. Due to population growth and changing needs, the library is too small to meet the needs of the community. With no community room, there is little room for additional technology and collections, and strained capacity limits
available services. The Facility Master Plan (2007-2015) was endorsed by the Galt City Council in 2007. The Facility Master Plan recommends that a new, larger facility be considered in the area northeast of Highway 99 as the city continues to grow.

5.1.3 Law Enforcement

In 1946, the City of Galt was incorporated and organized its own police department. The first officers were called constables. A man by the name of Rollo Brewster was the very first constable. The first police chiefs doubled as full-time staff and augmented staffing needs by hiring part-time officers. The force grew to six full-time officers by 1973. Today there are about 40 full and part-time personnel working at the Galt Police Department. A new police facility was completed in 2003 at 455 Industrial Drive.

Patrol staff provide 24-hour a day service to over 24,000 residents within the City of Galt. The City of Galt Police Department is approximately 2.5 miles away from the plan area. As the population of Galt continues to grow, it is anticipated that this growth will be matched with the expansion of the Police Department to maintain the necessary level of service. The Galt Police Department currently provides about 1 officer per 1,000 residents, and based on this staffing ratio, anticipates they will require an additional 17 officers by the year 2020. The Eastview Plan Area, based on projected population, may require 5 officers to maintain this ratio.

5.1.4 Fire Protection

In 2006, the Galt Fire Protection District merged with Cosumnes Community Services District (CSDFire Department to provide fire protection to the growing community of Galt. The Cosumnes Fire Department provides fire, rescue, and emergency medical services to an area covering over 157 square miles, encompassing Elk Grove and Galt, and servicing 160,000 residents. The Operations Division of the Cosumnes CSD Fire Department is staffed on a 24-hour basis, with eight engine companies, one ladder truck company, six ambulances, and a command vehicle staffed at all times. The Cosumnes Fire Department has a fire station on 1050 Walnut Avenue, which is located about 0.5 miles from the intersection of Walnut Avenue and
Marengo Road, and is approximately 1.5 miles from the furthest end of the Plan Area. A second fire station is located at 229 5th Street, which is approximately 3.0 miles southwest of the project.

5.1.5 Hospital and Ambulance Services

There are no hospitals located within the City of Galt. Lodi Memorial Hospital is located at 975 S Fairmont Avenue in Galt, California, approximately 15 miles south of the Plan Area. The Lodi Memorial Hospital is the closest hospital to the Plan Area and is responsible for meeting the needs of the Lodi, Galt, Stockton, and Ione areas. It is the closest hospital in the area with an emergency room. Methodist Hospital at 7500 Hospital Way in the City of Sacramento is also about 15 miles from the Plan Area, and operates an emergency room.

The Cosumnes CSD Fire Department provides ambulances and pre-hospital care for the City of Galt. The services are managed by the Cosumnes CSD EMS Division, which operate 6 full-time ambulance companies, two of which are stationed within Galt city limits.

5.1.6 Waste Management and Recycling

Waste management and recycling in the Plan Area will be handled by California Waste Recovery (Cal Waste) based in Galt, which currently holds the Solid Waste Collection franchise for the City of Galt. Cal Waste provides service to the Greater San Joaquin and Sacramento County area. The use of an exclusive franchise by the City of Galt ensures reliable collection services and strict adherence to environmental requirements. Cal Waste provides a variety of solid waste containers to suit personal needs.

A comprehensive recycling program is also provided, and all single-family homes are provided with a 64-gallon recycling cart. Recyclable materials such as glass, tin, aluminum, foil, most plastics, newspapers and cardboard can be co-mingled in the same container. Cal Waste also provides a separate container for green waste. Recycling and green waste are collected on alternating weeks on the same day that solid waste is collected.
Cal Waste also provides curbside “bulky waste” collection service twice a year to residents. Cal Waste does not hold household hazardous waste collection events. The city has agreements in place with the cities of Elk Grove and Sacramento to allow Galt residents to drop off their household hazardous waste materials at the respective city facilities.

5.2 DRY UTILITIES

5.2.1 Electricity

The Sacramento Municipal Utilities District (SMUD) provides electric service to the majority of Sacramento County, including the City of Galt. Overhead transmission lines currently exist, and border portions of the EVSP Area. The existing overhead transmission lines adjacent to the perimeters of the Plan Area are not anticipated to be relocated underground. Please be aware that only existing 69 kV overhead transmission lines will be allowed to remain above ground. All others will be required to be underground.

**Twin Cities Road:** Existing 12 kV and 69 kV facilities exist on a major portion of the EVSP frontage between Marengo Road and Cherokee Lane. While the 69 kV does not extend across the entire EVSP frontage, extension of this facility may occur as a “future” SMUD improvement, not associated with the EVSP project. There are multiple 3 Phase 12 kV overhead lines which originate from Twin Cities Rd. running south through various properties feeding residential needs, agricultural wells or pumps.

**Cherokee Lane:** Existing 12 Kilovolt (kV) and 69 kV facilities exist on the east and west sides of the street for a portion of the EVSP frontage between Twin Cities Road and the UPRR. There are multiple 3 Phase 12 kV overhead lines which originate from Cherokee Lane running west through various properties feeding residential needs, agricultural wells or pumps. No improvements are anticipated with this project. Future 12 kV lines will be located underground.

**UPRR Spur Line:** SMUD has no facilities in, or adjacent to, this corridor.
**Marengo Road:** 12 kV and 69 kV facilities exist on a portion of the EVSP frontage between Twin Cities Road and Amador Ave/UPRR. These transmission lines are located on the west side of Marengo Road, extending south approximately 2,600 feet south of Twin Cities Road adjacent the McCaffrey Middle School. As part of the Liberty Ranch improvements this transmission main will need to be extended south. This 69 kV line will cross to the east side of Marengo Road from McCaffrey Middle School and will continue down to Elk Hills Drive, where it will connect to the line extending from the SMUD substation located northwest of the intersection of Marengo Road and the UPRR corridor within the River Oaks Unit 3 Subdivision.

With the exception of the Marengo Road Transmission lines, electric service to the Plan Area will be extended by running lines underground within Public Utility Easements (PUEs) which run alongside the proposed roadways. These PUEs provide a location of joint utility trenches that will parallel roadways behind the back of curb, and are sized to allow for various utility vaults, transformers and other appurtenances to be located within landscape areas.

### 5.2.2 Natural Gas

Pacific Gas & Electric Company (PG&E) provides natural gas service to the City of Galt from a pipeline located on the north side of town. Service to the Plan Area is provided by an existing 6” natural gas line that runs along Marengo Road. Gas service will be extended into the Plan Area by utilizing the PUEs that parallel roadways.

**Twin Cities Road:** An existing 6” plastic and 8” steel gas main terminate at the intersection of Twin Cities Road and Marengo Road. These lines originate from the west on Twin Cities Road.

**Cherokee Lane:** No PG&E facilities exist in this corridor.

**UPRR Spur Line:** No PG&E facilities exist in this corridor.

**Marengo Road:** An existing 6” plastic gas line exists on a portion of the EVSP frontage. This line is located on the west side of Marengo Road, extending south approximately 2,600 LF south of Twin Cities Road adjacent the McCaffrey Middle School.
5.2.3 Communications

American Telephone and Telegraph (AT&T), or other franchise providers, provide traditional land line phone service to the City of Galt and has lines located in Marengo Road. There are also other telephone services available using Voice Over Internet Providers (VOIP). There are a number of companies that offer premium television service in the Galt area including AT&T, Comcast, Dish Network, Direct TV and Surewest. A wide variety of service plans are available depending on personal preferences.

**Twin Cities Road:** Copper facilities (AT&T) exist overhead along the north side, while overhead coax cable (CATV) and fiber (CATV) exist at the Twin Cities and Cherokee Lane intersection.

**Cherokee Lane:** Copper facilities (AT&T) exist overhead with small sections of underground along the west side of this corridor. No overhead coax cable (CATV) exists in this corridor.

**UPRR Spur Line:** Overhead copper facilities and underground copper lines currently exist along the entire length of the UPRR right-of-way to either side.

**Marengo Road:** Copper facilities (AT&T) exist overhead and underground along this corridor. These facilities transition from east side to west in various locations. Fiber is not present but will be brought to the site as the project develops. Partial overhead coax cable (CATV) and fiber (CATV) exist. Partial underground facilities are adjacent the Liberty High School frontage.

5.2.4 Additional Dry Utility Service Providers

Possible franchises opportunities, served by independent contractors may be provided to the EVSP area including, but not limited to phone, internet and cable services.
5.3  PUBLIC FACILITIES

5.3.1  Domestic Water

5.3.1a Introduction
The following is a brief summary of the Water Study included as a technical appendix to this specific plan. The City of Galt owns, operates, and maintains the water supply and storage system throughout the City. The City relies upon groundwater from the Cosumnes sub-basin, which is located within the San Joaquin Valley Groundwater Basin, as its sole source of domestic water supply. Currently surface water and recycled water sources are not utilized by the City of Galt.

5.3.1b Background
The City of Galt Utilities Division currently operates and maintains two 3.0 million gallon storage tanks (Golden Heights Storage Reservoir and Kost Road Storage Reservoir), two 1.5 million gallon storage tanks (Industrial Park Reservoirs), booster pump stations, and a number of wells with filtration treatment systems with chlorination for disinfection as well as nearly 100 miles of water lines up to 24” in diameter.

The proposed Water System for the proposed EVSP Area is based upon the approved City of Galt; “Water Distribution System Master Plan” prepared by Carollo Engineers and dated May, 2010.

5.3.1c Existing Conditions
The existing distribution system which would be utilized to provide service to the EVSP Area is the existing 12” and 16” diameter pipelines located in portions of Marengo Road and an existing 10” diameter pipeline located in Twin Cities Road. Currently only agricultural wells utilized for farming activities exist in the EVSP Area. Existing wells no longer in use will be addressed in consultation with the Sacramento County Environmental Management Department.
5.3.1d Proposed Plan

Water system improvements will be constructed in accordance with City of Galt and Sacramento County standards. Liberty Ranch improvements will be constructed and financed by the developer concurrent with the proposed roadway improvements, which will be phased and constructed based upon market conditions. No certificates of occupancy will be granted until all improvements necessary to serve each phase have been constructed, are operational, and have been accepted by the City of Galt.

In order to adequately serve the Eastview Specific Plan, a new municipal well is proposed on a 0.6-acre site located at the southwest corner of the Plan Area, adjacent to Marengo Road and south of Elk Hills Drive. This site will be available in Phase 1 and will be subject to testing to confirm adequate supply and water quality, and will be connected into the City of Galt’s water system to augment the supply of potable water. *Alternative sites will be investigated and improved with Phase I should the proposed site not meet the water supply needs of this specific plan area.*

The water distribution system is designed to be constructed in phases, consistent with the proposed project phasing, starting at Marengo Road and proceeding to the east. A series of 8” and 12” domestic water mains will be looped to serve development. An additional 14” raw water main will be constructed from the proposed EVSP well site, located at the southwest corner of the site and connect to the Carillion Water Treatment Plant (WTP), WTP-4 located at the intersection of Carillion Boulevard and Di Maggio Way in the River Oaks subdivision. This raw water facility will be installed within the River Oaks development within the public roadway right-of-way. The treatment capacity of the Carillion WTP will need to be increased to accommodate the additional supply from the EVSP well site.
Exhibit 5-4: Backbone Water Plan
5.3.2 Stormwater Drainage Stormwater Quality

This section summarizes the Eastview Stormwater Drainage Plan, which defines the storm runoff improvement facilities to be constructed and the design criteria to be used in preparing plans, specifications, and construction cost estimates for projects within the Eastview Plan Area in the City of Galt. Improvements will include the location and sizing of detention ponds, water quality basins, overflow or outfall structures, and preliminary routing and sizing of the backbone underground storm drainage system.

5.3.2a Introduction

The following is a brief summary of the Stormwater Drainage Study included as a technical appendix to this Specific Plan. The City of Galt owns, operates, and maintains drainage conveyance facilities necessary to collect and dispose of storm water runoff generated within the City service area. The majority of the existing storm water runoff generated in the City is discharged directly into drainage channels, such as Deadman Gulch or Dry Creek.

5.3.2b Background

The City of Galt’s Storm Drainage System Master Plan, prepared by Carollo Engineering, describes the existing conditions of the current stormwater drainage system as well as outlines proposed system improvements. The current drainage system is comprised of over 70 miles of local drainage lines, one detention pond, and two pump stations. The system is designed to direct stormwater runoff into drainage channels to decrease the effects of heavy rainfall. The City of Galt currently provides stormwater drainage services to 3,763 acres and with the proposed General Plan Sphere of Influence and the City’s future growth areas, the drainage system will eventually serve 8,817 acres.

The City’s Master Plan indicates that the location of the EVSP will undergo Future System Improvements in Phase 2 of the improvement plan, scheduled to occur between 2016 and 2020. Future Subbasins 3 and 4 are proposed to serve the EVSP area.
5.3.2c Existing Conditions

The EVSP Area drainage is currently accommodated by local agricultural drainage ditches which ultimately discharge to the existing Deadman Gulch which flows in a westerly direction from Cherokee Lane to Marengo Road.

5.3.2d Proposed Plan

The design of the stormwater drainage system will meet the standards specified by the City of Galt and support the water quality concepts and policies of the City of Galt 2030 General Plan. The General Plan policies call for stormwater to be collected and disposed of in a manner that protects the City’s residents and property from the hazards of flooding, manages stormwater in a manner that is safe and environmentally sensitive, and enhances the environment.

Stormwater will be collected and piped from the proposed development areas and discharged into the Deadman Gulch. Drainage improvements to the existing Deadman Gulch will include grading to deepen and widen to improve the functionality of the corridor and include detention ponds, water quality basins, overflow and/or outfall structures, necessary to accept and mitigate peak flow and convey the gravity backbone underground storm drainage system.

The EVSP meets this goal by designing the Deadman Gulch Open Space Corridor to serve a number of functions. The Deadman Gulch is designed to be both an environmentally sensitive solution to the project’s stormwater management needs as well as an aesthetically appealing open space corridor that will serve as a focal point for the project that contributes to the community’s identity and character. The drainage system will direct flows into a series of Water Quality Basins located west of Liberty Ranch Road on either side of the main drainage channel, providing pre-treatment of flows before their release into the main drainage channel.

The City of Galt is a partner in the Sacramento Stormwater Quality Partnership and design and maintenance of these water quality basins will adhere to the standards of the Partnership and comply with the State’s guiding NPDES permits. Additionally, residents within the specific plan area will be educated on what they can do to limit their impacts on stormwater quality.

The EVSP Area will be required to process, through FEMA, a Conditional Letter of Map Revision (CLOMR) and a Letter of Map Revision (LOMR) necessary to map the new floodplain based on the future improvements to the Deadman Gulch Open Space Corridor. This new floodplain will be contained within the proposed Deadman Gulch Open Space Corridor, just north of the proposed Walnut Avenue.
Exhibit 5-5: Backbone Drainage Plan
5.3.3 Sanitary Sewer

5.3.3a Introduction

The City of Galt (City) currently owns, maintains and provides municipal wastewater collection and treatment service within the City limits. The City will provide and maintain the collection system contained within the EVSP area, including collection, transmission facilities as well as disposal service. Treatment of the Plan Area wastewater will occur at the City’s wastewater treatment plant (WWTP) located approximately 3 miles away at 10059 Twin Cities Road, northwest of the intersection of Highway 99 and Twin Cities Road.

5.3.3b Background

When the WWTP facility opened in 1983 it had an initial capacity of 0.83 million gallons per day (mgd). The plant provided for secondary treatment utilizing a comminutor, an aeration basin, oxidation ponds, and chlorine injection for bacteriological disinfection. In the winter months (November-April), the WWTP was permitted to discharge to Laguna Creek, a tributary to the Cosumnes River. In the summer months (May-October), the WWTP reclaims water and disposes of it by irrigating City owned land. In 1993 the WWTP was upgraded to full secondary treatment as mandated by Federal Law and a capacity of 3.0 mgd. The upgrades included a head works, oxidation ditches, secondary clarifiers, chlorine contact chamber for disinfection, and sulfur dioxide used for de-chlorination. In 2014, the City of Galt WWTP had a treatment capacity 3.0 mgd and was operating at a daily average flow of 2.2 mgd. The City owns approximately 180 acres for irrigation and solids disposal. The City’s WWTP Facilities Master Plan discusses a “Phase 2: Future Permitted Design Condition” which will expand treatment capacity to 4.5 mgd. It will be initiated based on increasing average dry weather flows as a result of City growth rates and water conservation efforts.

The proposed Sewer System for the proposed EVSP Area is based upon the approved City of Galt; “Wastewater Collection System Master Plan” prepared by Carollo Engineers and dated May, 2010; and the “Wastewater Treatment Plan Facilities Master Plan” prepared by West Yost Associates dated July 2013.
5.3.3c Existing Conditions

At the time of the preparation of this document, the proposed Plan Area is located outside the city limits, but within the City of Galt’s General Plan boundary and Sphere of Influence. The Plan Area is bounded by Twin Cities Road (State Route 104) on the north, Marengo Road on the west, Cherokee Lane on the east, and partially by the Union Pacific Railroad (UPRR) on the south. There are two parcels that overlap the UPRR right-of-way (ROW) because separate legal parcels were not created when this railroad spur line was built. The portions of these parcels that lie south of the UPRR ROW are designated as future growth areas that will be developed by subsequent entitlement actions.

The City of Galt currently provides municipal wastewater collection and treatment service to approximately 3,763 acres (including developed and undeveloped properties). Based upon the City of Galt, Wastewater Collection System Master Plan, the largest land use category currently being served is residential, being made up of rural, low density, medium density and high density land uses, accounting for nearly 47% of the current City limit acreage. Commercial, office professional and light industrial usages combine for an additional 15% of the total, with the remainder of the acreage (38%) being made up with other land uses such as public parks, streets and open space areas. The City’s 2030 General Plan boundary is consistent with the boundary of the sewer master plan and at build out of the General Plan boundary, the City will serve approximately 8,817 acres. Residential is expected to remain as the largest land use category being served.

5.3.3d Proposed Plan

The Sewer Master Plan for Eastview is a separate document but is summarized by Exhibit 5-4. The Eastview Plan Area is anticipated to have a total discharge of 0.52 MGD (Average Dry Weather Flow) while the balance of the Plan Area will generate 0.13 mgd. Flows will be conveyed by gravity from the upper reaches of the Plan Area at Cherokee Lane to a 15” sewer main proposed to be located on the north side the River Oaks Unit 3 subdivision, which is located southwest of the intersection of Marengo Road and Elk Hills Drive. This 15” sewer main will extend north in the future widening of Marengo Road to the Walnut Avenue
intersection and transition to a 12” sewer main to the east in the future extension of Walnut Avenue to serve the Plan Area in order to provide service to the proposed large lot parcels. The pumping capacity of the Vintage Oak Lift Station, located at Carillion Boulevard and Vintage Oak Avenue, will need to be increased to accommodate the EVSP wastewater flow, and are discussed in the Sewer Study prepared for the project. Improvements to the Vintage Oak Lift Station and the installation of the 15” sewer main will be needed with the first phase of development within Eastview. The City currently has sufficient capacity at the WWTP to serve the project, and has a master plan to expand treatment capacity when triggered by growth.
Exhibit 5-6: Backbone Sewer Plan
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Chapter 6 – Parks and Open Space

The EVSP proposes a comprehensive program of parks and open space areas to serve the anticipated needs of future residents. It includes six parks that total approximately 20 acres and are disbursed throughout the Plan Area, and approximately 41 acres of open space are associated with the Deadman Gulch Corridor. The Deadman Gulch Corridor will re-grade, re-configure, and re-vegetate an existing drainage way that was significantly altered by past farming operations to provide a multi-functional open space. Chapter 7 Community Design discusses the details of the parks and open space network.

6.1 CITY OF GALT PARKS MASTER PLAN

The City of Galt Park Master Plan was updated in 2010 in response to the shift in demographics and population that has occurred due to recent growth in the area. The Park Master Plan calls for 5 acres of Active Park Land, 5 acres of Recreational Open Space, and a ¼ mile of Class I bike trails per 1,000 residents. The City of Galt recognizes several types of parks: Regional, Community, Linear and Neighborhood Parks are organized to provide a broad range of active and passive recreational opportunities within the City. As discussed below, the EVSP satisfies these requirements through a combination of measures. The City of Galt will maintain the Neighborhood Parks proposed on Parcels 8, 19, 32, and 41 and the Open Space Corridor on Parcels 1, 2, 24, 25 and 39. The Liberty Ranch Homeowners Association will maintain the two 1.5 acre parks on Parcels 1B and 1C adjacent to Deadman Gulch Open Space Corridor.

6.2 PARKS

6.2.1 Regional Park

The City does not currently have a Regional Park but does own an 80-Acre property near the intersection Mackenzie Road and Mingo Road north of the City limits, and has a goal of developing this site as a Regional Park in the future. The Mackenzie Road Park Site is approximately 1 mile from Eastview. Eastview will meet any deficit in its parkland dedication obligations through payment of in-lieu fees, allowing EVSP to meet some of its obligation off-site.
Exhibit 6-1: Calculation of Parkland and Open Space Requirement

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<th>LAND USE DESIGNATION</th>
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<th>PERSONS PER HOUSEHOLD</th>
<th>ESTIMATED POPULATION</th>
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<th>TRAILS ¼ MILE PER 1,000 POP.</th>
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Note:  
(1) The proposed ES School Site (48 units) and PQ Well Site (2 units) are not included in the calculation of required facilities.  
(2) The LDRc area is located south of the UPRR tracks, is proposed as a future growth area, and will participate in that future planning effort. The Elementary School Site and Well Site were allocated units, but are not included to avoid over counting.  
(3) The two 1.5 acre park areas along Deadman Gulch will not receive credit, therefore the on-site shortfall is 9.60 acres, which will be applied toward a larger off-site park facility. These numbers may be adjusted by subsequent tentative maps or development agreements.  
(4) The Deadman Gulch Open Space is reduced by 10 acres of re-created wetlands that would have no public access.
Exhibit 6-2: Parks and Open Space
6.2.2 Community Parks

The City’s typical Service Area for a Community Park is a 2-mile radius. The 15-acre Galt Community Park is located at corner of Walnut Avenue and Carillion Boulevard, west of Marengo Road and the EVSP. It is approximately 1.1 miles west of the center of the Eastview Plan Area at the intersection of Liberty Ranch Road and Walnut Avenue. This facility provides five tennis courts, a full-size baseball field, two volleyball courts, a basketball court, a children’s play structure and other amenities that are designed to serve residents within a 2-mile radius. This facility will be readily accessible via the Deadman Gulch Open Space Corridor, which connects through the Plan Area.

Walker Community Park is a 39-acre site located on the current western border of the City, at the corner of Elm Avenue/Orr Road and Sargent Road. Portions of the park have been developed, with subsequent phases to be completed in the future. Walker Park is roughly 3.5 miles away from the Plan Area. A future 28-acre Community Park is proposed by the Parks Master Plan approximately 1.5 miles south of the Plan Area.

6.2.3 Neighborhood Parks and Local Parks

The City’s typical Service Area for a Neighborhood Park is a ½ mile radius. The EVSP utilizes a ¼ mile radius in its analysis with a goal of providing spacing of facilities that will allow residents to easily walk to a park.

The City of Galt General Plan at the time the EVSP was prepared designated two 5-acre park sites within the Plan Area for a total of 10 acres. However, the EVSP proposes two Neighborhood Parks, two Local Parks, and two 1.5 acre parks along the Deadman Gulch Open Space Corridor for a combined 20.0 acres total. The EVSP will take part in a policy that is encouraged in the Parks Master Plan, which allows payment of in-lieu fees that can be used to fund appropriately sited larger community parks.

A central pedestrian corridor will connect between the three parks located on the Liberty Ranch property on the south and easterly portions of Eastview. The fourth park is located along the west side of Liberty Ranch Road. The park sites are linked together by a network of pedestrian friendly streets.
6.2.4 The “Central” Pedestrian Corridor

The Central Pedestrian Corridor is an enhanced residential street where residents can safely stroll along the roadway on separated sidewalks and planters wide enough to accommodate larger trees providing a clear safety zone for pedestrians. The Central Pedestrian Corridor connects the three parks within the Liberty Ranch portion of the property.

6.3 OPEN SPACE

6.3.1 The Deadman Gulch Corridor

The Deadman Gulch Corridor is a focal point of the site plan and serves as a central meeting place for the residents of the Plan Area. The corridor will be developed as a linear park facility, and may include trails, scattered picnic sites or other passive recreational amenities but would not include intensive active park uses like sports fields. The main drainage channel will also provide an environmental resource. This linear park corridor includes a bike trail connecting from the East side of the Plan Area at Cherokee Lane to existing improvements located to the west of Marengo Road, such as the Galt Community Park. The design details of this facility are discussed by Chapter 7 Community Design.

Deadman Gulch also provides a Family Park and the Deadman Gulch Park serving as gathering areas for future residents. The Deadman Gulch Park is centrally located within the Liberty Ranch portion of the Plan Area at the third roundabout may include an outdoor grill and a community garden for the use of the surrounding residents. In addition to the Deadman Gulch Park, there is a Family Park is proposed north of the first roundabout for family recreational activities, with a playground, potentially a restroom facility, and an interpretive/educational garden for children. The corridor also includes 10’ bike trails and 5’ walkways. The main drainage channel and adjacent side slopes for the Deadman Gulch Corridor will be protected as an environmental resource.

The proposed Deadman Gulch channel that runs through the Liberty Ranch property is designed and modeled to match the vegetated condition downstream of Marengo Road as reported in the Eastview Specific Plan Drainage Study dated April 23, 2015. An alternative was not prepared to change the roughness of the channel as this “low maintenance” assumption was already included at the request of the City of Galt Engineering Department.
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Chapter 7 - Community Design

The following Community Design Guidelines establish the vision and anticipated level of quality for the site design, architecture and landscape architecture of the Eastview community. They have been set up to guide the design and construction of the Liberty Ranch portion of the Plan Area, which has sponsored this EVSP effort and has committed to moving forward with the development of their property. The City may require amendments to these design guidelines to include non-participating properties to ensure consistency in quality and appearance. The City also has the ability to authorize variations to these standards.

The established criteria is key to achieving the Specific Plan’s vision, and objectives are to be considered when evaluating individual development proposals within project boundaries. Key design elements that define the project character and objectives are articulated in the following sections. These will guide future development and ensure that landscape and open space character is designed and maintained as originally envisioned. Within this chapter, where graphics are used to illustrate design concepts, they should be viewed as “conceptual representations” of the guidelines or standards to depict their meaning or intent, and are not meant to convey exact design requirements. The images used are taken from several sources and are intended to support the conceptual illustrations. All projects, as defined by the EVSP, shall comply with these Design Guidelines. Developers and design professionals must also review the current City of Galt Municipal Code to ascertain other requirements for their individual projects.
7.1 VISION AND FRAMEWORK PRINCIPLES

The EVSP was established to ensure that land uses and development occur in a manner that enhances and complements the surrounding community. The intent of the Specific Plan is to serve the housing needs of the City of Galt. The intent of these Community Design Guidelines is to provide design direction so that new development can make a positive contribution to the built environment, provide necessary public amenities, and increase neighborhood identity. The proposed plan for Eastview will transform this property into a vibrant residential community that will meet the needs of a diverse population including families, seniors and young professionals, across a variety of income levels.

7.2 LANDSCAPE DESIGN GUIDELINES

The Community Design Guidelines provide standards to maintain the visual and physical appearance of the residential development and community spaces as originally envisioned for Eastview. This section outlines the key characteristics of landscape that will establish a unique identity for the Eastview community. The landscape design guidelines outline the design characteristics and planting concepts for streetscapes, open spaces and other public gathering areas. Key community markers such as project entrances and edges are collectively designed harmoniously to integrate into the existing surrounding area within the city. The following are key principles that have governed design of various elements of landscape and should be carefully incorporated within the plans for different residential neighborhoods and open areas:
• Build upon the site’s agricultural heritage by providing interpretive/educational areas and farming inspired spaces within community spaces.

• Celebrate the rural character of the existing site through the use of simple compositions, organic materials and limited ornamentation.

• Develop community character that provides a relaxing setting for residents and a comfortable and safe environment.

• Establish a unique identity within its different neighborhoods that offers a sense of pride to its residents and allows them to maximize their living experience.

• Utilize an informal design vocabulary that blends with the site’s surroundings and does not appear forced upon the site. Formal/architectural landscapes are allowed for key areas within the development that are intended to highlight specific components of the plan such as entrances, public spaces, etc.

• Create a pedestrian friendly environment through the use of a connected open space system of pedestrian walks and trails.

• Connect Liberty Ranch High School to Deadman Gulch and Eastview Community.

• Provide a diverse mix of architectural styles and allow the landscape to blend these varied styles and thread them together in to a uniform fabric.

• Maximize the open spaces uses with a diverse mix of active and passive recreation areas that cater to all age groups and interests.
Exhibit 7-1:
Overall Landscape Structure Diagram
N.T.S.
Exhibit 7-2: Illustrative Conceptual Master Plan
N.T.S.
7.3 COMMUNITY IDENTITY FRAMEWORK

The methods by which an area is identified within a specific locality and the ways it is distinguished from others constitutes its "Community Identity." The Community Identity at Eastview is composed of its entry monumentation, open space landscape character, and planting palette. The site's agrarian heritage is accented through the use of orchard trees, low rustic walls, and wood fences. The existing site is relatively flat with narrow drainage channels between fields which drain the existing terrain from east to west. The proposed landscape expands the existing drainage into a unique system of ponds, riparian habitat, and community open space which will provide ecological storm water management for the new development. The community feature also serves as a major recreational and educational resource for the residents.

7.3.1 Community Entries

The community entries at Eastview are intended to reflect and celebrate the beauty of its agricultural setting. They are intended to welcome residents and visitors, and visually mark the beginning of a new community. They are envisioned to use humble materials and evocative planting concepts and incorporate resting areas where passers-by can take a pause before continuing with their journey. Each entry point is unique, yet designed with similar planting and building materials to maintain continuity between them. The common elements on all entrances include informal rustic walls, wood fences, ornamental tree orchards, ornamental grasses, and an evergreen tree backdrop that help soften the adjacent residences. The wall and fence colors are rich and earthy and will generally appear as outcrops within a naturalized landscape environment. In order to ensure safety at intersections, walls and tall landscaping (over 36" tall, or tree canopies lower than 6-7 feet above grade) are to be set behind the traffic safety-sight triangles. Sight lines must be adhered to at all intersections.
Exhibit 7-3: Entry Feature Location Diagram
N.T.S.

Legend
1. Walnut Avenue Entry
2. Elk Hills Drive Entry
3. Cherokee Lane Entry
4. Liberty Ranch Road Entry
5. City of Galt Entry
7.3.1 A Walnut Avenue Entry

The west entry at Walnut Avenue is the main entrance to the community and utilizes a larger area of the site to create an appropriately scaled entry monument. Located adjacent to the Gulch, it blends seamlessly with the surrounding open space while allowing views into Deadman Gulch Open Space.

The entry design may feature flowering orchard trees, low rustic walls, and wood fences. Naturalistic groves of evergreen and deciduous canopy trees provide a dramatic backdrop, as well as shade and definition for the riparian habitat, and trail system. Between the orchard and the habitat area on the northerly side of Walnut Avenue, a 10’ wide recreation trail connects the eastern and western edges of the site and beyond to the existing Gulch trail system. Expanded areas along the sidewalk paved with ADA compliant decomposed granite may be added around the intersection to provide refuge areas for pedestrians.
Location Map
N.T.S.

Note:
Conceptual designs within the EVSP include suggested elements and are not intended to portray specific requirements.

Exhibit 7-4:
Walnut Avenue Entry Conceptual Plan
7.3.1.B Elk Hills Drive Entry

The Elk Hills Drive entrance is the south-eastern entry in to Eastview and provides direct access to the community’s southern neighborhoods. The entry monumentation is an understated design that is appropriately scaled to reflect the hierarchy of the entries at Eastview.

The monument design repeats the thematic composition and may include orchard trees, rustic walls, and wood fences. A double row of flowering trees continues the theme along the existing west side of the road. The intersection corners are marked by accent trees behind low rustic walls. The community block wall is screened with evergreen hedges. Low shrubs and ground covers and significant use of ornamental grasses complete the understory planting. Small refuge areas may be added close to the intersection for pedestrians.
Exhibit 7-5:
Elk Hills Drive Entry
Conceptual Plan

Note:
Conceptual designs within the EVSP include suggested elements and are not intended to portray specific requirements.
7.3.1.C Cherokee Lane Entry

Walnut Avenue meets Cherokee Lane adjacent to the most easterly portion of Deadman Gulch Open Space. The entry landscape theme of orchard trees, rustic walls, and wood fences blends with the gulch open space landscape. A second “bridge fence” at the culvert recalls the one at the westerly end of Walnut Avenue. The adjacent side walk provides viewing opportunity to the habitat area to the west. Along Cherokee Lane there is a 35’ landscape setback between the property line and the community wall, and an 18’ vegetated swale between this edge and the pavement.

A 10’ trail meanders along the landscape area connecting to Twin Cities Road on the north-east side of the community. The community block wall is screened with informal shrub groupings. The trees along Cherokee Lane may alternate between naturalistic groves of canopy trees, and gridded rows of flowering orchard trees. Shrubs and ground covers are proposed as understory for the larger trees and ornamental grasses for the orchards. Grasses, sedges, and rushes are proposed for the swale area.
Exhibit 7-6: Cherokee Lane Entry Conceptual Plan

Note: Conceptual designs within the EVSP include suggested elements and are not intended to portray specific requirements.
7.3.1.D Liberty Ranch Road Entry

The entry at Twin Cities Road continues the integration of locally inspired detailing of low rustic walls and wood fences along with orchard trees and ornamental grasses set formally at the intersection. Evergreen trees and shrubs provide the backdrop and screen the community wall. Ornamental grasses and accent plants provide the orchard understory while an ADA compliant decomposed granite walk provides access into the orchard. The decomposed granite walk runs along the sidewalk to provide refuge areas for pedestrians at the intersection.
Note: Conceptual designs within the EVSP include suggested elements and are not intended to portray specific requirements.

Exhibit 7-7: Liberty Ranch Road Entry Conceptual Plan
7.3.1.E City Of Galt Entry

The intersection at Twin Cities Road and Cherokee Lane will include entry signage for the City of Galt. While the following paragraph provides ideas on how to integrate the entry signage within the intersection design, the final design of the entry signage will be by the city.

Similar to the other entrances, the monument integrates low rustic walls and wood fences along with flowering orchard trees laid in a grid pattern and ornamental grasses set informally at the intersection. A portion of the monument wall may be taller to accommodate the City of Galt Entry sign. The signage marking the intersection will be designed in coordination with the City of Galt to ensure compatibility with city standards. The concrete walk along Twin Cities Road and the ADA compliant decomposed granite walk along Cherokee Lane combine at this corner and provide pedestrian refuge areas and a pedestrian connection into the community. Evergreen trees and shrubs provide the backdrop along the community wall and break its mass. Ornamental grasses and accent plants complete the understory to the orchard. The swale along Cherokee Lane includes ornamental grasses, sedges and rushes selected for visual appeal.
Note:
Conceptual designs within the EVSP include suggested elements and are not intended to portray specific requirements.

Exhibit 7-8:
City of Galt Entry Conceptual Plan
7.3.2 Open Space System

Eastview’s Open Space System includes the Deadman Gulch Open Space with its community recreation facilities, three parks, smaller pocket parks, trails, off-street and on-street bike paths, and sidewalks. The central feature is the enhanced and expanded Deadman Gulch area along the north side of Walnut Avenue. Planned as a major flood control, habitat, and water quality system, it may be planned as a significant community asset that also functions as an educational resource. A 10’ off-road recreation trail with 2’ shoulders meanders through the gulch from Marengo Road to Cherokee Lane, making connections to the Liberty Ranch High School.

Within the residential neighborhoods a 7’ sidewalk along a Neighborhood Spine is proposed to connect the three neighborhood parks to the elementary school and to the Gulch trails system via Liberty Ranch Road.

Two sites along Deadman Gulch are planned for park facilities. These facilities are envisioned provide recreation and educational opportunity for Eastview residents as well as residents outside the community. The character and quality of these facilities utilize agrarian architectural themes. Landscape elements may use the thematic orchard trees, rustic walls, wood fences, and to enhance and celebrate the area’s agrarian heritage.
Exhibit 7-9: Open Space Network Diagram
N.T.S.

Legend
- Perimeter Buffer Zone
- Pedestrian Parkways
- Deadman Gulch Open Space
- Village Greens
- Village Entrances
7.3.2.A Deadman Gulch Corridor

Deadman Gulch open space traverses through the heart of the Eastview development. This area includes a series of existing wetland areas, channels and irrigation ponds that are being enhanced on-site as part of a large open space corridor. The mitigation area is further expanded by the addition of water quality basins. Community recreation spaces may be located within this open space corridor to benefit from the proximity and provide unique nature-oriented experiences to its residents.
Note:
Conceptual designs within the EVSP include suggested elements and are not intended to portray specific requirements.

Exhibit 7-10:
Deadman Gulch Corridor Conceptual Plan

Legend

A. Habitat Area
B. Family Park Area
C. Deadman Park Area
D. Entrance Feature
E. Trailhead
F. Overlook/Rest Area
G. Driveway/Trail Parking
H. 10’ Wide Recreation Trail
I. 5’ Wide Decomposed Granite Walk
J. Pedestrian Connection to High School
K. Ornamental Groves
L. Water Quality Basins
Through the Gulch, pedestrian connections are designed to connect the neighborhood to the High School providing a safe walking experience. Small parks, rest areas and overlooks may be distributed along the recreation trail that meanders between the habitat area and the basins.

The habitat restoration area includes a low flow channel that transports water to larger pond areas and goes underground to join the existing Gulch across Marengo Road. This area includes native riparian plant communities that create shelter and food for local species. The low flow channel meanders to dissipate stream energy to allow less soil erosion and a reduction in flood damage.

On the north side of Walnut Avenue, the Deadman Gulch recreation trail begins at the entry, meanders along the edge of the open space, providing a connection to Liberty Ranch High School. The trail also connects the basins, and the gulch area to Cherokee Lane and Marengo Road. A 5’ ADA compliant decomposed granite trail continues along the Walnut Avenue edge.
7.3.2.B Family Park Area

The Family Park Area is envisioned to include active recreation for the community and may include amenities such as a children’s play area with play structures. The play area may be designed for different age groups and located along, but outside, the habitat and water quality area to encourage children to experience this unique public amenity.
Note:
Conceptual designs within the EVSP include suggested elements and are not intended to portray specific requirements.

Exhibit 7-11:
Family Park Area Conceptual Plan
7.3.2.C Deadman Gulch Park Area

The Deadman Gulch Park Area is envisioned to include passive activities, as well as community gathering spaces for the residents for meetings and events. A community garden may be designed to support a “farm to table” lifestyle for entertainment and education. The garden may include varying sizes of plots along with a small market pavilion for the display and sale or sharing of produce.
Location Map N.T.S.

Exhibit 7-12: Deadman Gulch Park Area Conceptual Plan
7.3.3 Parks

7.3.3.A Local Park Parcel 8

This park is located in the western portion of the site and may be suitable for passive and group activities such as family gatherings, musical events, and informal game play. The park is approximately 2.53 acres in size and is serviced by on-street parking located along the edge of the park. It may include portions of “remnant” orchards to serve as the setting for passive park activities.

Spaces are defined primarily by the naturalistic riparian groves. Conceptual program features may include a large lawn area for spontaneous play, seating areas within the orchard, neighborhood gathering areas and other group activities. A naturalistic children’s play area may be conceived with a collection of naturalistic play equipment arranged within an array of grassy mounds. Paved walks and ADA compliant decomposed granite trails are included to provide access to all facilities.

In addition to providing street and pathway lighting around and inside the park, the interior pedestrian spaces may be lit per the City of Galt requirements based on the final programming of the site. These spaces may include playground/picnic areas, or other pedestrian gathering spaces.
Note:
Conceptual designs within the EVSP include suggested elements and are not intended to portray specific requirements.

Exhibit 7-13:
Local Park P8
Conceptual Plan
7.3.3.B Neighborhood Park Parcel 19

This park is 5.09 acres in size and is currently planned to be associated with the elementary school. As such, it may be suitable for shared fields and organized play areas. It could be designed to include non-organized “smaller” sport activities such as little league, softball, soccer, and practice fields in a variety of combinations throughout the year. The site may also accommodate other recreation options such as walking paths and seating or picnic areas.

The park may incorporate street and pathway safety lighting to allow pedestrian movement around/through the site. Additional lighting may be provided to comply with the City of Galt guidelines based on the types and sizes of fields proposed.
Exhibit 7-14: Neighborhood Park P19 Conceptual Plan
7.3.3.C Local Park Parcel 32

This is Eastview’s second local park and is intended to include passive, informal and casual play amenities. It is approximately 3.75 acres in size and may be suitable for a variety of different activities for all age groups. Large lawn areas provide opportunities for spontaneous play. Meandering walks run through tree groves providing access to different areas of the park.

The central portion of the park may include small seating or play areas located in the shade of the tall canopy trees. “Remnant” orchards accent different areas of the park. Informal seating areas could provide gathering places for friends and neighbors. Tables and chairs with trellis structures may be strategically located along with barbecues. Informal play, picnicking, walking, and group exercise may occur in this quieter portion of the park.

The park may be lit at night in addition to providing street and pathway lighting around and inside the park. The lit areas may include specific pedestrian spaces that are anticipated to be used during late evenings. The final programming will determine the type/level of lighting in order to meet community objectives and comply with the City requirements.
Note:
Conceptual designs within the EVSP include suggested elements and are not intended to portray specific requirements.

Exhibit 7-15:
Local Park P32
Conceptual Plan
7.3.3.D Pocket Parks And Overlook Areas

Along the Deadman Gulch open space, overlook areas may be provided that allow opportunity to experience the landscape and promote learning about riparian habitats and water quality. The overlooks could be strategically located along the recreation trail so they can function as rest areas.

The main pocket parks within Eastview are by the Union Pacific Railroad section and are at the terminus of Liberty Ranch Road and other streets that run in the north-south direction. The pocket parks are intended to be passive in nature with minimal structural elements. The landscape is naturalistic in character with groves of evergreen and deciduous trees laid within layers of drought tolerant planting and ornamental grasses. These could be converted later as connections to future neighborhoods.
Exhibit 7-16: Conceptual Locations for Pocket Parks and Overlook Areas
N.T.S.

Legend

- Overlook Areas
- Pocket Parks
7.3.4 Street Corridors/Pedestrian Parkways

Some street corridors at Eastview function as pedestrian parkways that facilitate movement through the site providing vehicular connections between the different neighborhoods while providing a comfortable landscaped pedestrian environment for walking. The following section describes the landscape vision and character of the major pedestrian parkways.

7.3.4.A Walnut Avenue Corridor

The Walnut Avenue corridor is the predominant east-west access way into the heart of the Eastview community. The landscape character is comprised of a mix of ornamental groves situated around community amenities and nestled within naturalistic groves of evergreen and deciduous canopy trees. The random tree pattern continues along the street to expand the Gulch experience inside the community. An extension of the agrarian context of the area, the naturalistic character provides an enjoyable walking experience. Orchard trees may include fruit or nut trees. The understory includes several species of ornamental grasses that reflect agrarian patterns.

Walnut Avenue is one of the major components of the pedestrian circulation system within the community. A 10’ wide recreation trail begins at Marengo Road and meanders through Deadman Gulch to allow users to experience the open space. A 5’ wide ADA compliant sidewalk for pedestrians is provided closer to the street.
Exhibit 7-17: Walnut Avenue Conceptual Plan and Section
7.3.4.B Twin Cities Road Edge

Twin Cities Road defines the northern edge of the Eastview community. The character of this street is defined by informal groupings of evergreen trees reminiscent of the historic windrows found currently along portions of Twin Cities Road. The trees provide an appropriate scale for the wider boulevard and varied heights provide a denser canopy at maturity. The understory is comprised of a combination of grasses in contrasting color to reinforce the geometries found in agricultural landscapes.
Location Map
N.T.S.

Exhibit 7-18:
Twin Cities Road Edge
Conceptual Plan and Section
7.3.4.C Marengo Road Edge

Spanning the western edge of the property, Marengo Road currently has a mix of Eucalyptus and Pear trees within its parkways. A complementary grove of flowering Pear trees are envisioned for this section of the street creating a consistent statement upon approaching Eastview. The Pear trees will provide an interesting edge treatment, and provide shade for the walkway. The trees will reinforce the agrarian nature of the setting and allow a smooth transition to the street scene proposed along Walnut Avenue.
Exhibit 7-19:
Marengo Road Edge
Conceptual Street Section

Double Row of Ornamental Flowering Trees
Understory of Ornamental Grasses
Community Boundary Wall

Location Map
N.T.S.
7.3.4.D Cherokee Lane Edge

The north-south arterial at the eastern edge of the development includes naturalistic evergreen tree planting with small sections of ornamental tree groves laid in a grid pattern. The groves include ornamental trees that accentuate entrances and paseos along the street. The naturalistic planting creates a “windrow” effect similar to Twin Cities Road that connect with surrounding agricultural character. The walk traverses straight between the trees along with a designated swale occurring parallel to the curb. The edge of swale is marked by a wood fence and may be similar in character to the fences in the adjacent neighborhoods. The swale is lined with crushed stone and contains grasses that tolerate occasional inundation. This area could include drought-tolerant planting or turf if required for water quality purposes. The planting area outside the swale continues with a vocabulary of ornamental grasses similar to Twin Cities Road.
Exhibit 7-20:
Cherokee Lane Edge
Conceptual Plan and Section
7.3.4.E Primary Residential Streets

A series of primary residential streets provide access to and connect key amenities within the neighborhoods. They are characterized by sidewalks nestled within naturalistic tree groves providing a pleasant walking experience through these connectors. Informal drifts of evergreen and canopy trees define the street edge and allow the character of Deadman Gulch flow into the surrounding neighborhoods. The parkway within these streets allow for a more lush planting arrangement.

Varied lot conditions could occur within these streets. Side yard conditions may include additional landscape area to help screen side yard fences and walls.

The understory is defined by a combination of grasses, no greater than three feet in height. Two to three different species of grasses alternate along the street laid out in a mosaic style farm plot pattern.
Exhibit 7-21: Primary Residential Streets Conceptual Plan and Sections
7.3.4.F Minor Residential Streets

The neighborhoods within Eastview include a variety of both lot sizes and building architectural styles. The front yard depth varies between the different housing types. The proposed landscape includes an informal arrangement of large evergreen trees along with smaller flowering/fruit tree groupings. This enforces the agrarian character of the area and imparts a pleasing uniqueness to the street.

A set of different trees are selected for local streets and can vary between different neighborhood or streets. The primary street tree could be of an evergreen or deciduous variety selected from the proposed landscape palette. The primary trees may remain consistent within each neighborhood. The flowering tree species could change between the different streets but should be the same along the same street. At a minimum, one evergreen tree per lot is required along local streets. Two or more deciduous or ornamental flowering trees are encouraged to be located in an informal pattern within the front yards depending on the available planting area.

The understory includes a mix of ornamental grasses and flowering succulents laid out to define the outdoor elements such as driveways, entrances, etc. Succulents are located to create focal points within the front yard. No hedging is proposed along the property line in order to allow the front yard to merge seamlessly with the street scene. Lawn areas are discouraged and the understory planting palette contains drought tolerant and low water plant material in order to minimize the irrigation needs of the site.
Informal Drifts of Ornamental Flowering Trees

Primary Shade Tree

Residential Lot

Local Street

Single Family Unit

Front Yard Planting

Exhibit 7-22:
Minor Residential Streets with Attached Walk
Conceptual Plan and Section
Exhibit 7-23:
Street Corridors
N.T.S.

Legend
- Walnut Avenue
- Cherokee Lane
- Twin Cities Road
- Marengo Road
- Liberty Ranch Road
- Primary Residential
7.4  PLANT PALETTE

The plant palette for Eastview is envisioned as a mosaic of ornamental grasses punctuated with a mix of evergreen, heritage, fruiting and flowering trees. Together they will enhance the rustic nature of the site and allow the neighborhoods to seamlessly blend with the surroundings.

Drought tolerant and native plants are strongly encouraged at Eastview, especially within the naturalized and open spaces. Deadman Gulch Open Space includes a riparian palette of plant material naturally occurring along a stream. This palette is meant to accentuate this naturalized area. The palette for water quality basins includes plants for areas that are periodically inundated and those that can grow in/adjacent to a permanent pond. There is a transition zone along the gulch by the community facilities where both palettes intermix and blend to create a unique plant environment.

The tree species from Deadman Gulch migrate in to the neighborhoods expanding the unique experience of the Gulch. Ornamental and flowering trees enhance certain points of the site such as entrances, roundabouts, and parks. These are designed to be “remnant” groves that create special places setting them apart from the surrounding naturalistic landscape.
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<th>COMMON NAME</th>
<th>ENTRIES (EOCS / GROVES)</th>
<th>PARKS AND GATHERING AREAS</th>
<th>OPEN SPACE / RIPARIAN CORRIDOR</th>
<th>ALLEY / PASEO</th>
<th>EDIBLE</th>
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1: Native - A native plant is one that occurs naturally in a particular region, ecosystem, or habitat without direct or indirect human intervention. (The United States National Arboretum)
2: Drought Tolerant - A drought tolerant plant is one that has low/very low water requirement per WUCOLS.
3: Ornamental - Ornamental plants are plants that are grown for decorative purposes in gardens and landscape design projects, as houseplants, for cut flowers and specimen display.
4: Low Biogenic Emission Rate - Trees per Sacramento Tree Foundation Greenprint Tree Guide that have a “better” or “best” rating for low biogenic emission rate.
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| Eucalyptus viminalis | White Gum | | | | * | | *
| Fraxinus latifolia | Oregon Ash | | | | * | | *
| Ginkgo biloba 'Autumn Gold' | Autumn Gold Ginko | | | | * | | *
| Juglans hindsii | Northern California Walnut | | | | * | | *
| Koelreuteria bipinnata | Chinese Flame Tree | | | | * | | *
| Lagerstroemia indica | Crape Myrtle | * | * | * | | | *
| Leptospermum laevigatum | Australian Tea Tree | | * | * | | | *
| Liriodendron tulipifera | Tulip Tree | | * | * | | | *
| Magnolia grandiflora ‘St. Mary’ | Southern Magnolia | * | * | * | | | *
| Magnolia spp. | Magnolia | | * | * | | | *
| Malus domestica | Apple | | | * | | | *
| Malus species | Flowering Crabapple, ‘Snowdrift’ ‘Golden Raindrops’ | | | * | * | | *
| Olea europaea | Olive Tree | | * | * | | | *
| Parkinsonia x ‘Desert Museum’ | Desert Museum Palo Verde | | * | * | | | *
| Pinus canariensis | Canary Island Pine | * | * | | | | *

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<th>Alley / Paseo</th>
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<td>Rosa ‘Gruss an Aachen’, ‘Iceberg’, ‘Perle d’Or’ 3</td>
<td>Floribunda Rose, Iceberg Rose, Perle d’Or’ Rose</td>
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<td>Rosa pisocarpa 3</td>
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<td>Rosa x odoratus ‘Mutabilis’ 3</td>
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<td>Russelia equisetiformis 2, 3</td>
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<td>Salvia apiana 1, 2, 3</td>
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<td>Salvia greggii 1, 2, 3</td>
<td>Autumn Sage</td>
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1: Native; 2: Drought Tolerant; 3: Ornamental; 4: Low Biogenic Emission Rate  
Excludes Parkway
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<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
<th>ENTRIES (EUCCS / GROVES)</th>
<th>PARKS AND GATHERING AREAS</th>
<th>OPEN SPACE / RIFARIAN CORRIDOR</th>
<th>ALLEY / PASEO</th>
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<td>Sambucus mexicana 1, 2</td>
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<td>Spiraea douglasii 3</td>
<td>Douglas' Spirea, Hardhack</td>
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<td>Syringa x laciniata 2, 3</td>
<td>Cut Leaf Lilac</td>
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<td>Teucrium fruticans 2, 3</td>
<td>Tree Germander</td>
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<td>Viburnum tinus 3</td>
<td>Laurustinus</td>
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<td>Xylosma congestum 2, 3</td>
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<td>Yucca gloriosa 2, 3</td>
<td>Spanish Dagger</td>
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<td>Yucca recurvifolia 3</td>
<td>Curve Leaf Yucca</td>
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<th>ALLEY / PASEO</th>
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<td>Achillea tomentosa 1, 2</td>
<td>Dwarf Yarrow</td>
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<td>Adenostoma fasciculatum 1, 2</td>
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<td>Wayside Manzanita</td>
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<td>Artemisia spp. (herbaceous/shrubby) 2, 3</td>
<td>Angel’s Hair/Sagebrush</td>
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<td>Baccharis pilularis cvs. 1, 2</td>
<td>Dwarf Coyote Brush</td>
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<td>Carex spp. 2</td>
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<td>Cerastium tomentosum 3</td>
<td>Snow-In-Summer</td>
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<td>Cotoneaster dammeri 2, 3</td>
<td>Bearberry Cotoneaster</td>
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<td>Dymondia margaretae 2</td>
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<td>Echeveria spp. 2, 3</td>
<td>Hens and Chickens</td>
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<td>Iris douglasiana 1, 2, 3</td>
<td>Douglas Iris</td>
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<td>Myoporum parvifolium 2, 3</td>
<td>Creeping Myoporum</td>
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<td>Rhus aromatica (Rhus trilobata) 1, 2</td>
<td>Skunk Bush</td>
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<td>Rosa species 3</td>
<td>Rose</td>
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<td>Sedum spp. 1, 2</td>
<td>Stonecrop</td>
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<td>Zauschneria ‘Everett’s Choice’ 2</td>
<td>Everett’s Choice CA Fuschia</td>
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Excludes Parkway
### GRASSES

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<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
<th>Entries</th>
<th>Parks and Gathering Areas</th>
<th>Open Space / Riparian Corridor</th>
<th>Alley / Paseo</th>
<th>Edible</th>
<th>Streetscape</th>
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<tbody>
<tr>
<td>Calamagrostis x acutiflora cvs.</td>
<td>Feathered Reed Grass</td>
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<td>Elymus condensatus 1, 2, 3</td>
<td>Blue Wild Rye</td>
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<td>Elymus triticolides 1, 2, 3</td>
<td>Creeping Wild Rye</td>
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<td>Festuca spp. 2, 3</td>
<td>Fescue</td>
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<td>Hordeum brachyantherum 1, 2, 3</td>
<td>Meadow Barley</td>
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<tr>
<td>Juncus effusus 1</td>
<td>Soft Rush</td>
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<td>Miscanthus sinensis 3</td>
<td>Eualia Grass</td>
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<td>Muhlenbergia spp. 2, 3</td>
<td>Deer Grass</td>
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<td>Gaint Needle Grass</td>
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<td>Nassella lepida 1, 2, 3</td>
<td>Foothill Needle Grass</td>
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<td>Nassella pulchra 2, 3</td>
<td>Purple Needlegrass</td>
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<td>Sisyrinchium bellum 1, 2</td>
<td>Blue-Eyed Grass</td>
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### VINES

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<th>Parks and Gathering Areas</th>
<th>Open Space / Riparian Corridor</th>
<th>Alley / Paseo</th>
<th>Edible</th>
<th>Streetscape</th>
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<tbody>
<tr>
<td>Aristolochia californica 1, 2</td>
<td>California Pipevine</td>
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<td>Ceratostigma plumbaginoides</td>
<td>Leadwort</td>
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<td>Clematis ligusticifolia 1</td>
<td>Old man’s beard</td>
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<td>Parthenocissus tricuspidata 3</td>
<td>Boston Ivy</td>
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<td>Vitis californica 1, 2</td>
<td>California Wild Grape</td>
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Excludes Parkway
### WATER QUALITY BASINS

**Plants for Areas that are Periodically Inundated**

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<th>BOTANICAL NAME</th>
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<tbody>
<tr>
<td><strong>Trees</strong></td>
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<tr>
<td>Alnus rhombifolia</td>
<td>White Alder</td>
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<tr>
<td>Populus fremontii</td>
<td>Fremont's Cottonwood</td>
</tr>
<tr>
<td>Salix exigua</td>
<td>Sandbar Willow</td>
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<tr>
<td>Salix gooddingii</td>
<td>Goodding's Black Willow</td>
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<tr>
<td>Salix lasiolepis</td>
<td>Arroyo Willow</td>
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<tr>
<td>Salix laevigata</td>
<td>Red Willow</td>
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<tr>
<td>Salix lucida var. lasiandra</td>
<td>Shining Willow</td>
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<tr>
<td><strong>Herbaceous Species</strong></td>
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<tr>
<td>Verbena hastate</td>
<td>Blue Vervain</td>
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<tr>
<td><strong>Grasses</strong></td>
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<tr>
<td>Hordeum brachyantherum</td>
<td>Meadow Barley</td>
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<td>Muhlenbergia rigens</td>
<td>Deergrass</td>
</tr>
<tr>
<td>Carex densa</td>
<td>Dense Sedge</td>
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<td>Carex barbaraee</td>
<td>Santa Barbara Sedge</td>
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<tr>
<td>Cyperus eragrostis</td>
<td>Tall Faltsedge</td>
</tr>
<tr>
<td>Juncus balitcus</td>
<td>Baltic Rush</td>
</tr>
<tr>
<td>Juncus xiphioides</td>
<td>Irish-leaved Rush</td>
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</tbody>
</table>

**Plants to Use In/Adjacent to a Permanent Pond**

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<thead>
<tr>
<th>BOTANICAL NAME</th>
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<tbody>
<tr>
<td><strong>Shrubs</strong></td>
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<tr>
<td>Baccharis salicifolia</td>
<td>Mule Fat</td>
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<tr>
<td><strong>Herbaceous Species</strong></td>
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<tr>
<td>Baccharis douglasii</td>
<td>Marsh baccharis</td>
</tr>
<tr>
<td>Polygonum lapathifolium</td>
<td>Willow Weed</td>
</tr>
<tr>
<td><strong>Grasses</strong></td>
<td></td>
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<tr>
<td>Hordeum brachyantherum</td>
<td>Meadow Barley</td>
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<tr>
<td>Paspalum distichum</td>
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<td><strong>Emergent Species</strong></td>
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<td>Carex barbaraee</td>
<td>Santa Barbara Sedge</td>
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<tr>
<td>Juncus balitcus</td>
<td>Baltic Rush</td>
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<td>Juncus effuses</td>
<td>Soft Rush</td>
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<tr>
<td>Scirpus acutus var. occidentalis</td>
<td>Hard-stem Bulrush</td>
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<tr>
<td>Scirpus americanus</td>
<td>Three Square</td>
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</tbody>
</table>

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7.5 LANDSCAPE AMENITIES

Walls and Fencing

Walls and fences for Eastview are inspired by rural forms and materials and are intended to visually integrate into surrounding agricultural lands. Not only do they provide a vertical edge for safety where needed but accentuate landscapes as well. Simple materials such as wood and stone may be used where ever possible. Natural colors are proposed to visually blend into the landscape. Perimeter walls may be concrete block walls that have vines to soften the appearance. Simple precision block will not be allowed. The walls can be darker in color at the entry monuments and other focal areas. The color and treatment of perimeter walls is intended to be architecturally integrated with the dwelling. Color for the different types of fences shall be coordinated using a homogenous color palette with a darker/richer selection for the more decorative versions. Rustic walls and wood fences have traditionally been associated with farming communities. That association is applied with a slightly modern interpretation to impart a unique identity to the public realm.
Exhibit 7-24:
Wall and Fence Location Diagram

Legend
- 6' High Community Wall
- 6' High Community Fence
- 6' High Decorative Fence
- 6' High View Fence
- Masonry Wall
- 3' Post & Rail or Post & Cable Fence
7.5.1 Walks and Trails

A hierarchy of walks and trails at Eastview connect the community to surrounding open space, neighborhoods, schools, parks and amenities. They are strategically located to continue uninterrupted within the community especially those that provide access to the school and community facilities. These provide safe and comfortable corridors for walkers, joggers, bicyclists and children while providing safe routes to schools.

Wider sidewalks (7’) are provided along major pedestrian corridors while a majority of local streets incorporate a 5’-wide sidewalk. Sidewalks along streets typically run parallel to the street curb. In some instances, where space permits, they meander within landscape to allow a relaxing and visually pleasing experience. Walks are concrete or made of ADA compliant decomposed granite to reinforce the rural character and provide better percolation of storm water. Accent walks are envisioned for pedestrian gathering spaces and could be used for overlooks, parks, gardens and community center.
Exhibit 7-25:
Walks and Trails Network Diagram

Legend
- 6’ Walk (with parkway)
- 5’ Walk (with parkway)
- 10’ Recreation Trail
- 7’ Walk (with parkway)
- 5’ Walk (at open space)
7.6 ARCHITECTURAL DESIGN GUIDELINES

This section sets forth the architectural and lot design guidelines for Eastview and are intended to provide guidance for the expression of development in the community. Developers, builders, engineers, architects, landscape architects and other design professionals should utilize the guidelines in order to maintain design continuity, create an identifiable image and develop a cohesive community. Eastview is envisioned to include a diverse mix of architectural styles within each home builder parcel.

7.6.1 Overall Vision

It is the intent of these guidelines to establish an architectural expression that establishes a sense of place while providing flexibility in design. Examples of residential themes are shown in this section. The guides are conceptual in nature and do not necessarily depict the actual final design. Finalized floor plans and elevations should be determined as the neighborhoods develop. Builders will be required to provide housing programs and building configurations with architectural styles and lot design criteria.

Character Goals

The key objective in establishing character goals is to create a quality, modern agrarian community that establishes a sense of authentic neighborhood in the community.

- Discourage monotonous neighborhood character with identical homes, repetitive front yard arrangement and sterile streets. An eclectic mix of architecture will function as the continuous thread throughout the project allowing both diversity and aesthetic appeal. Varied architectural styles must be implemented to create this aesthetic diversity.

- Allow an overall structure that allows variety and flexibility in order to create an eclectic street scene, but balanced with complementing architectural elements.

- Incorporate an enhanced curb appeal with well defined/visible entries, varied texture, relief and design elements such as porches, balconies, columns, bay windows, etc.

- Avoid over ornamentation. Material variation should follow plane changes/massing to eliminate “applied” effect. Incorporate varied massing, architectural relief and projections to create interesting elevations.

- Design patios, porches and garages at varying distance from the street to create an interesting pattern of visible open space and a unique streetscape.
Styles

• Each home builder parcel (as shown by exhibit 3-2) with less than 40 lots shall have three different floor plans and with three elevations or architectural styles of each to promote a varied street scene.

• For home builder parcels with more than 40 and less than 100 lots, there shall be four floor plans with three elevations or architectural styles of each for home builder parcels of more than 100 lots shall have five floor plans with three elevations or styles of each.

• One story floor plans are encouraged on a minimum of 15% of all LDRA lots and should be placed strategically at lots adjacent to key entries to reduce architectural massing.

• Each floor plan should include multiple architectural elevations within the four architectural styles chosen for the home builder parcel. This will provide a great variety of architectural details, forms and character.

• Mirroring and minor alterations to floor plans to create additional street scene diversity is acceptable.

• The number of floor plans and styles should be distributed on a street to maximize variety and minimize the appearance of repetition.

• A specific elevation design and style should not be repeated more frequently than every third house. Massing, scale, proportions and balance should be appropriate to the architectural style.

• All homes should have at least three colors: body, trim and fascia that are compatible with the architectural styles. Accent colors are allowed for shutters, doors, wrought iron and special features. Monochromatic color schemes are not allowed.

7.6.2 Lot Design Criteria

The lot design criteria establishes the character of the street scene and creates a framework within which the architecture can be placed. The buildings are a key portion of the scene. The setbacks along with building massing along with landscape create a distinct identity for a community. The following are key criteria that will establish a character for the community while providing the residents with a unique living experience.

• Create diverse and articulated exterior elevations and private spaces. Varied building massing is encouraged to allow for enhanced architecture and improved streetscenes.

• Provide variety in their roof forms and roof pitches as they correspond to the architectural style proposed. Hip roof elements are encouraged while minimizing extent of gable roofs. The roofs must be designed to be “solar ready” to comply with California’s energy efficiency standards for new homes.

• Promote the Architecture Forward Concept. Allow building architecture or porches to project forward in front of the garage. Courtyards are encouraged at entries to provide enhancement and variety. Porches should be a minimum 6’ in width and are encouraged to have steps up to the porch level or front door. Wrap around porches are encouraged at corner lot conditions.

• Down-play the visual impact of garages on the streets. Varied garage conditions are encouraged. All single-family homes shall have a minimum of two car garage and two off-street parking spaces. Three car garages are allowed in tandem or separated third bay option or in a side-in orientation.
• Homes considered in the public view should include architectural enhancement on exposed sides. Minimize similar floor plans facing each other, adjacent to each other, or in back to back conditions.

• Lot front yard landscape may should include an informal arrangement of large evergreen trees with smaller flowering/fruit tree groupings or large deciduous tree with flowering evergreen trees. The understory should include a mix of ornamental grasses and flowering succulents that create focal points within the front yard. Hedges and lawn are not encouraged.

7.6.3 Residential Prototypes

The residential prototypes propose a selection of complementary architectural styles. The following architectural prototypes are proposed, but are not limited to these styles, for Eastview. Varieties should be chosen and designed to comply with the Overall Vision and Lot Design Criteria. Builders may propose additional styles to those shown below, as long as the new style is complementary to the character goals defined for the community.

• Farmhouse
• Monterey
• Craftsman
• Santa Barbara
• Traditional
• French Country
• Spanish Bungalow
• Cottage Home
• Spanish/Mediterranean
• Prairie
• California Ranch
7.6.3.A Farmhouse

The American Farmhouse architectural style is typically characterized by wrapping front porches, wood columns and railings overlapping with wood siding. The asymmetrical, cottage look may be used. Dormers and symmetrical elevations can also be thematic for the elevation. Characteristic details are cupolas, dovecotes, vertical windows with shutters, wood pot shelves, siding and gable end vent details. The massing is simple with gabled roofs and may include either shed or side hip roofs occurring and the first floor porch. For Eastview, more contemporary interpretations of this style are encouraged including other elements that create social spaces adjacent to the residences.

Note: Image shown is a representation of the architectural style and not intended to convey actual architectural requirements.

Design Requirements:

- **Roof Pitch, Material and Color:** Roof material should be flat or shake tile. The color range compliments the main house with colors ranging from dark brown, to greys. Overhangs have 12”-24” eaves.

- **Siding:** Wood, Hardy Board or other manufactured siding may be used.

- **Porches:** Porches are encouraged at the front elevation and typically are simple and include wood details. Contemporary detailing of overhangs and seating areas are also encouraged.

- **Window Treatment:** Shutters may be used on elevations in public view. Feature windows are encouraged on the front elevations with either pot shelves or decorative detail. Windows should be trimmed with stucco or wood at the top and bottom of the window if in public view. Divided light window with minimum four quadrants per window is encouraged.

- **Doors:** Entry doors may have wood trim surrounds.

- **Color Palette:** Color ranges from white to bolder colors such as brick red, green, etc.. Stucco/wood trim may have a contrasting color. Shutters have an accent color of dark tones such as green or black. The siding shall be the same as the main wall color.
7.6.3.B Monterey

The Monterey architectural style is characterized with deep cantilevered front balconies, and distinctive use of key details such as roof tiles, stucco walls, detailed dark colored wooden doors and ornamental ironwork. Walls convey a thick appearance with recessed door and window openings set back into smooth wall planes. The use of arches, courtyards, patios and colonnades enhance the theme. Wood and brick, as an accent, plays an important role in this style. It is typically stained dark in contrast to the off-white or earth colored stucco exteriors, and is expressed in corbels, lintels, porches, balconies and rafters.

Note: Image shown is a representation of the architectural style and not intended to convey actual architectural requirements.

Design Requirements:

- **Roof Pitch, Material and Color:** Standard roof pitch is 5:12 to 8:12. A standard 4:12 pitch breaks to 3:12 over front and rear porches or verandas. Roof tile may include s-tile or individual curved tile and encouraged on areas visible from the street. Concrete mudding layers of tiles at roof edges is encouraged. Color ranges from medium brown to deep terra-cotta. Some variation in roof color is allowed with a subtle blend of colors.

- **Siding:** Siding may be used as an accent for differentiating the floors.

- **Porches:** The verandas should be large and open with dark color detailing. Courtyards are encouraged.

- **Balconies:** Cantilevered balconies are an integral part of Monterey architecture. Balconies should have detailing at the column, balustrade and corbel with cantilevered massing.

- **Window Treatment:** Shutters are encouraged on elevations in public view. Accent windows are encouraged on the front elevations. Windows are typically trimmed with stucco or wood at the top and bottom if in public view. Windows should have divided lights with minimum four quadrants per window.

- **Doors:** Entry Doors should have stucco or wood trim surrounds typically located under the cover of the veranda.

- **Color Palette:** Stucco finish ranges from a white to a light beige or earth tones. Stucco/wood trim have a darker contrasting color with stucco fascia to be more integral or close to the field color. Shutters have more of a contrasting range with blue, black and warm red accents.
7.6.3.C Craftsman

The Craftsman architectural style is typically characterized by low pitched gabled roofs, occasionally hipped and with wide, enclosed eave overhangs. The roof rafters are usually exposed and decorative (false) beam or braces commonly are added under the gables. The front porches are full or partial width and the roof is supported by square columns, tapered, that frequently extend down to the ground level with no breaks. Most common wall cladding is with siding, shingle and stucco with brick or stone accents. Dormers are found gabled with exposed rafter ends and braces. Wood trellises also accent this style as either an extended porch or porte cochere. For Eastview, more contemporary interpretations of this style are encouraged including other elements that create social spaces adjacent to the residences. Note: The image shown is a representation of the architectural style and not intended to convey actual architectural requirements.

Design Requirements:

• **Roof Pitch, Material and Color**
  The standard roof pitch is 4:12 - 6:12. Roof material commonly is flat or shake tile. The color range compliments the main house colors ranging from the dark greys, browns and greens. Overhangs are 16”-24” eaves, and boxed or open are common. Exposed rafter tails may occur along the rake, decorative braces, brackets or beams.

• **Siding:**
  Siding and shingles can be used. Wood, Hardy Board or other manufactured siding may be used. Brick/stone veneer may be used as an accent.

• **Porches:**
  Are encouraged with columns supporting the roofs are typically short, with square upper columns resting upon more massive piers or solid porch balustrades. These begin directly at ground level and extend well above the porch floor.

• **Window Treatment:**
  Two accent windows featured at the front elevation are encouraged, and if in public view, trimmed with stucco or wood at the top and bottom. Windows may have divided lights with a minimum four quadrants per window.

• **Doors:**
  Entry Doors have stucco or wood trim surrounds. Style will reflect the chosen theme.

• **Color Palette:**
  Stucco finishes will be sand finish or smooth and range from a light to a darker color depending on the style. Stucco/wood trim and fascia should have a contrasting color and shutters have an accent color. The siding will be complementary to the stucco color and the brick/stone veneer should complement the theme chosen for the elevation.
7.6.3.D Santa Barbara

Evoking the historical perspective of the California Missions, this architectural style is an adoption of Mediterranean forms indigenous to arid climates. It is characterized by simple stucco forms and flatter wall planes but with unique detailing such as the use of ornamental grillwork, brightly colored ceramic tile inserts or banding, courtyard entries and small but well detailed balconies. Unique details attributed to this style include small towers, quatrefoil windows and arcaded porches.

Note: Image shown is a representation of the architectural style and not intended to convey actual architectural requirements.

Design Requirements:

- **Roof Pitch, Material and Color:**
  3:12 - 5:12 is typical. Tiles may be s-tile or individual curved tiles that range in color from reddish orange to deep terracotta. Some variation in roof color is allowed but should be a subtle blend of colors. Concrete mudding layers of tiles at roof edges is encouraged.

- **Overhangs:**
  Overhangs typically are 12” to flush under core molding. No eaves and simple tile rakes are typical.

- **Porches:**
  Porches are simple stucco form and arcaded with simple detailing. The use of ceramic tile inserts is suggested for enhancement of detailing. Courtyards are encouraged.

- **Balconies:**
  Balconies are small in scale and encouraged to include detail ornamental grillwork and recessed access doors.

- **Window Treatment:**
  Windows have flat header details in contrast to arched courtyard entries. Deep recesses along flat wall planes is encouraged. Use of accent shutters is encouraged.

- **Doors:**
  Entry Doors are recessed. Glass inserts and wood trim may be used.

- **Color Palette:**
  Stucco finish is smooth or light sand finish and range from white, brown earth tones, and beige, with dark or colorful accents on window mullions. Shutters may utilize a range with colors in blue, ochre or red.
7.6.3.E Traditional

The Traditional style is a mix of several themes including Cape Cod, Colonial, and East Coast Eclectic. The use of brick veneer and wood siding with heavier trim above doors and windows is typical. Wood shutters and a white picket fence round out the details. There are one and two story elements with simple gable forms. Simple porches or balconies are attired with wood details. Entries are simple with featured elements. Dormers may occur with gabled or hip roofs.

Note: Image shown is a representation of the architectural style and not intended to convey actual architectural requirements.

Design Requirements:

- **Roof Pitch:**
  Roof pitch is 5:12 - 8:12 standard.

- **Roof Material and Color:**
  Roof material may include flat concrete tile that typically ranges in color from light to dark brown and grey.

- **Overhangs:**
  Are 16” to 24” standard.

- **Porches:**
  Are encouraged and may vary in size either at entry or full width.

- **Balconies:**
  Balconies are minimized in this style, and may have simple wrought iron detailing as an attachment to the building plane.

- **Window Treatment:**
  A variety of shutters are used and may have stucco trim on windows in view. Windows may have divided lights with minimum four quadrant window.

- **Doors:**
  Entry doors may be decorative with enhanced patterns and surrounded by wood and in contemporary versions by stucco surrounds.

- **Color Palette:**
  Part stucco may be allowed with a sand finish and matching siding. Wood or manufactured siding is encouraged. A combination of stucco elements may be allowed. The color range is from white, light beige, and brown or grey with contrasting color on trim, fascia, posts at porch and supporting exposed beams.
7.6.3.F  French Country

French Country style was developed in 18th and 19th century France and was symbolic of the charm and character of rural France. The random elements and accents of this style express this distinct and appealing architectural character. A mixture of color, textures and materials draws upon the earth tone shades of the materials. Detail embellishment is a strong feature of French Country themes such as doors and windows with impressive trim or shutters, varying pitched roof lines, textured chimneys, and balconies.

Note: Image shown is a representation of the architectural style and not intended to convey actual architectural requirements.

**Design Requirements:**

- **Roof Pitch:**
  High pitched roofs, 6:12 - 12:12, are standard.

- **Roof Material and Color:**
  Roof material is typically flat tile and shall range from light to dark.

- **Overhangs:**
  Shall have 12” rakes and eaves, wrapped in stucco.

- **Porches:**
  Porches are simple stucco form and maybe arcaded or angled to match roof pitches. Columns should be heavy and match similar material texture.

- **Balconies:**
  Balconies are small in scale and encouraged to include decorative wrought iron features, pot shelves or both.

- **Window Treatment:**
  Shutters should be used and may have stucco trims on windows in public view. Windows should have divided lights with four quadrants per window. Diamond mullions may be used for a feature windows.

- **Doors:**
  Entry Doors should have stucco surrounds and may be decorated with enhanced glass patterns.

- **Color Palette:**
  Should project stronger and more vivid color concept. Stucco shall be smooth finish. Stone texture with contrasting stucco field and accent shutters may be incorporated.
7.6.3.G  Spanish Bungalow

The Spanish Bungalow Architectural Style is seen in California, and other areas of the American Southwest. It is characterized by Low-pitched or flat roofs, with red tiles on roofs or parapets. Usually the buildings are one-story or with a second story built into the roof structure or form. Walls are typically stucco sided, painted white, cream or tan. Prominent details include carved wooden doors, arched windows or doorways, decorative wrought iron railings and window grills, and decorative glazed tile. The floor plans have a commitment to efficiency, and the entry typically opens directly into the living room. Direct access to outdoor spaces such as verandas, porches and patios are prominent.

Note: Image shown is a representation of the architectural style and not intended to convey actual architectural requirements.

Design Requirements:
•  **Roof Pitch:**
  4:12 and 5:12 typical, or could be flat with parapet roofs

•  **Roof Material and Color:**
  Red tile or flat with stucco parapets, that can be white, cream or tan. S-tiles or individual curved tiles are encouraged. Red asphalt shingles are not allowed. Concrete mudding layers of tiles at roof edges is encouraged.

•  **Overhangs:**
  Have tight rakes and eaves, or include flat parapets.

•  **Porches:**
  Front Porches are prominent and accented by simple stucco detailing or decorative tile. Front entry courts may be used as an alternative, with similar stucco detailing. Courtyards are encouraged.

•  **Balconies:**
  Bungalow buildings are predominantly one story, so balconies are not encouraged.

•  **Window Treatment:**
  Arched windows are prominent, with stucco detailing and trim. Recessed accent windows on the front elevation are encouraged. Deep recesses are common with stucco surrounds and may be incorporated.

•  **Doors:**
  Arched doors are prominent, and may be wood carved or detailed with stucco surrounds.

•  **Color Palette:**
  Stucco finish is smooth or light sand and range from a white to a light beige or tan. Color is prominently accentuated by the doors, windows and red tile roofs.
7.6.3.H  Cottage Home

Cottage Architecture is a derivative of East Coast Colonial, imported to California as pioneers settled into the area. It is characterized by overlapping wood siding, inset and trimmed windows, shutters and covered porches or patios. For Eastview, more contemporary interpretations of this style are encouraged including other elements that create social spaces adjacent to the residences.

Note: Image shown is a representation of the architectural style and not intended to convey actual architectural requirements.

Design Requirements:

- **Roof Pitch:**
  5:12 - 7:12 standard.

- **Roof Material and Color:**
  Roof material typically is flat concrete tile that ranges in color from light brown to dark brown and may include gray tones. Subtle variations in roof color are allowed.

- **Overhangs:**
  Are 12” standard, and may be wrapped in stucco.

- **Porches:**
  Are encouraged and vary in size and scale, but always cover the front entry.

- **Balconies:**
  Balconies are minimized in this style, and may have simple wrought iron detailing as an attachment to the building plane.

- **Window Treatment:**
  A variety of shutters will be used with stucco trim on windows. Dormer windows are also a strong element in the cottage home style and their use to break up roof lines and accentuate the front or rear elevations is encouraged.

- **Doors:**
  Are simple with stucco/wood surrounds.

- **Color Palette:**
  Colors exhibit a variety of pastel earth tones with minimum four colors per building including wainscoting, body, trim and fascia or accents. Walls may be wood siding with part stucco in smooth finish or Spanish lace. Stone or brick veneer may be substituted for wainscoting color.
7.6.3.I Spanish/Mediterranean

The Mediterranean Style is commonly considered a popular style in California, due to its prominence along coastal areas and worldwide appeal. It is typically characterized by its Terra-cotta roofs, prominent balconies and arcades, curved arches and arcades and white stucco or warm colored finish. Detailing is accentuated with mosaic or painted tile ornamentation, tower like chimneys, ornamental iron work for stairs, railings and windows, and articulated door surrounds. Landscape typically accentuates the Mediterranean character, with flower pots, bronze urns, filigree light fixtures and enhanced outdoor patios, courtyards and fireplaces, framed by stucco walls and ornamental wrought iron gates. For Eastview, more contemporary interpretations of this style are encouraged including other elements that create social spaces adjacent to the residences.

Note: Image shown is a representation of the architectural style and not intended to convey actual architectural requirements.

Design Requirements:

• **Roof Pitch:**
  Roof pitches are low to moderate 3:12 to 7:12.

• **Roof Material and Color:**
  Roof tiles may be s-tiles or individual curved tiles and are typically terra-cotta in color. Concrete mudding layers of tiles at roof edges is encouraged.

• **Overhangs:**
  Have tight rakes and eaves (min. 6”). Larger 12” eaves, have stucco wrapped fascia.

• **Porches:**
  Front Porches face the street and may be accented by simple stucco detailing or decorative tile glazing. Front entry courts can be incorporated, and may have low stucco garden walls and wrought iron gates and grilles.

• **Balconies:**
  Balconies are strongly expressed, and may include wrought iron detailing, flower pots, grilles and mosaic tile accents.

• **Window Treatment:**
  Arched windows are prominent. They are encouraged to be recessed within the stucco elevation. Stucco and tile surrounds may be used. Wood sash and casement windows are common.

• **Doors:**
  Arched doors are prominent. They may be wood carved or detailed with stucco and tile surrounds.

• **Color Palette:**
  Stucco finish should be smooth or may be steel troweled. The color ranges from a white to a light beige or darker shades such as brown and tan. Color is accentuated by the terra-cotta roofs, doors, windows and lavish landscape.
7.6.3.J Prairie

The roots of the Prairie style came with the early works of Frank Lloyd Wright, and later developed with its own individual character. This style is characterized with a strong horizontal expression and deep proportions that exhibit a massive rooted feel with a seemingly floating roof with deep overhangs. Strong square columns, deep projecting porches and overhangs, and the horizontal proportions all exhibit that Wright had defined as his natural house. For Eastview, more contemporary interpretations of this style are encouraged including other elements that create social spaces adjacent to the residences.

Note: Image shown is a representation of the architectural style and not intended to convey actual architectural requirements.

Design Requirements:

- **Roof Pitch**
  4:12 typical.

- **Roof Material and Color**
  Flat tile may be concrete and range in color from light brown to dark brown. Subtle variations in roof color are allowed.

- **Overhangs**
  Are 24” to 30” standard.

- **Siding**
  Siding is used as an accent on most elevations. Stucco is commonly used. Stone or brick veneer base may be used in a horizontal application at the foundation line for detailing.

- **Porches**
  Front porches should have raised steps to entry and may cover varied widths of the front elevation. Porch columns will be heavy in proportion at appropriate scale.

- **Window Treatment**
  All windows have stucco or wood trim with vertical glazing patterns, contrasting the horizontal massing of the building.

- **Doors**
  Entry doors are simple and may incorporate highlighted glass patterns and sidelights. Main entries are encouraged to be surrounded by stone or brick veneer.

- **Color Palette**
  Wainscoting is encouraged to be in stone or brick. Field color should be highlighted with earth-tones with contrasting lighter or darker trim and fascia. Stucco is smooth finish or may be partial Spanish Lace.
7.6.3.K California Ranch

The California Ranch style reflects the character of California’s ranching history, with its rugged earthy character and simplified, but handsome form. This style is characterized by predominately one story horizontal massing, wood siding, and deep front porches and entries that project a feeling of being rooted to the earth. Modern interpretations have included stucco complemented with some wood siding. Wood railings and fencing are very common with this form of architecture. Landscape typically reflects the ranching character, with low plantations, minimal use of grass, and simple landscape form that accentuate the architecture. For Eastview, more contemporary interpretations of this style are encouraged including other elements that create social spaces adjacent to the residences.

Note: Image shown is a representation of the architectural style and not intended to convey actual architectural requirements.

Design Requirements:
• **Roof Pitch:**
  Standard is 3:12 to 4:12 low pitch roofs. Simple uncomplicated roofs are typical, predominately gables with limited hips.

• **Roof Material and Color:**
  Concrete flat tiles. No raked tiles.

• **Overhangs:**
  18”-24” eaves and tight rakes to 12”. Can have exposed rafter tails, min. size 4x6.

• **Siding**
  Wood siding is preferred. Modern interpretations may allow stucco with wood siding accents.

• **Porches:**
  Typically deep porches with wood railings and wood columns.

• **Window Treatment:**
  Rectangular windows with flat tops and wood trim. All windows without trim shall be recessed. Shutters are allowed with earth colors.

• **Doors:**
  Doors to have simplified detail, recessed 12” or more. Surrounded by wood trim.

• **Color Palette:**
  Warm, earthtone colors are appropriate.
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EASTVIEW SPECIFIC PLAN

CHAPTER 8

IMPLEMENTATION
Chapter 8 – Implementation

8.1 PURPOSE AND INTENT

The City of Galt will administer the provisions of the EVSP in accordance with the State of California Government Code, Subdivision Map Act, City of Galt General Plan, City of Galt Municipal Code, and other applicable State and City regulations. The development procedures, regulations, standards and specifications contained in this document shall take precedence over the City’s Municipal Code, as it currently exists or may be amended in the future. Any development regulation and building requirement not addressed in the Specific Plan shall be subject to the City’s adopted codes and regulations.

The Administration and Implementation Program identifies the programs, regulations and procedures that implement the Eastview Specific Plan. This chapter discusses phasing of development; financing and maintenance responsibilities of public improvements, and the Specific Plan administration, modification and amendments.

Government Code section 65451 requires a Specific Plan to include a program of implementation measures including regulations, programs, public works projects, and financing measures as necessary to carry out the proposed land use, infrastructure, development standards and criteria outlined in the Specific Plan. This Chapter has been designed to provide a framework for the implementation of the EVSP, which has been established to provide for the orderly development of land within the Plan Area. The EVSP is generally consistent with the City of Galt 2035 General Plan, with some land use changes. The document provides specific development standards and design guidelines applicable to the land use Neighborhoods established within the EVSP Area.

This chapter outlines the methods by which the EVSP will be implemented and includes discussion on administration, phasing and financing, and other relevant topics. The administration section identifies the procedural steps required to implement the EVSP and discusses the subsequent approvals necessary to allow construction within each portion of the Plan Area. The preliminary phasing section describes the anticipated program to develop the project over time, identifies which areas are targeted to build first, and lists the facilities necessary to support each phase. The financing section describes the basic financing strategies which are prescribed to allow development to proceed in a fiscally responsible manner.
The City of Galt is the agency responsible for the administration, implementation and enforcement of the EVSP. In addition, property owners within the Plan Area may also enforce the provisions of the EVSP Plan by recording Conditions, Covenants and Restrictions (CC&Rs) against the property.

The EVSP is projected to be built-out over the time frame of the General Plan. Thus, this implementation section is intended to ensure that build out is properly coordinated and responsive to changing circumstances and market conditions.

The following actions are anticipated to occur concurrently with the adoption of the EVSP:

a. Certification of a Final Environmental Impact Report
b. Required Prezoning - A change of Zoning from Agriculture to EVSP (Note: No subsequent change may be made to the General Plan for the annexed territory or zoning that is not in conformance with the prezoning designations for a period of two years after the annexation)
c. Approval of a Public Facilities Financing Plan
d. A Development Agreement between the City of Galt and the project developer.
e. General Plan Amendment, General Plan Land Use Map revisions
f. Annexation of project into the City of Galt

8.2 PHASING

The Liberty Ranch portion of the EVSP is organized into five Phases (Phase 1 - 5) as identified on Exhibit 8-1: Preliminary Phasing. There are also 15 non-participating properties and the existing Liberty Ranch High School within the EVSP that could develop independently but will need additional entitlements. Parcels in the northwest quadrant will need to coordinate and finance off-site infrastructure. While it is anticipated phases will be developed sequentially the proposed phasing plan is preliminary. The boundaries of individual phases may be adjusted, increased or decreased, or may proceed out of sequence as long as the appropriate off-site infrastructure and facilities are provided without requiring an amendment to this specific plan. Additionally, development planning areas may be deferred within individual phases.

In general terms, development will start adjacent to Marengo Road on the west and will progress to the east toward Liberty Ranch Road and Cherokee Lane, and eventually north toward Twin Cities Road. Because of the floodplain issue and proposed wetland recreation, all of Deadman Gulch and significant...
portions of Liberty Ranch will be mass-graded to achieve earth work balance between villages in the first phase. Liberty Ranch is anticipated to build-out over the next 10-15± years but this will depend on a number of factors such as the market demand for housing, the health of the overall economy, the availability of infrastructure, changes in long-term development goals of the developer, or changes in the financial capabilities of the various entities involved in the build-out of this Plan Area.

Liberty Ranch will build the “back-bone” infrastructure (as summarized in Chapter 5, Section 5.3, Exhibits 5-4, 5-5, and 5-6) and roadway improvements, community amenities, and sell large lot parcels to merchant builders. Each phase will be further detailed by the Tentative Subdivision Map and subsequent engineering improvement plans. The strategy is to include a mix of lot sizes and housing product types to improve absorption rates and create synergy between builders. The non-participating property owners will submit their own development applications and project plans, and will coordinate with the City and adjacent properties on phasing. Non-participating properties may require additional environmental analysis.
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Exhibit 8-2: Preliminary Phasing Plan

Note: For preliminary purposes only. Subject to change based upon market conditions. Changes to this Phasing Plan does not require a Specific Plan Amendment.
8.2.1 Phase 1

Liberty Ranch Phase 1 is located adjacent to Marengo Road, where sewer and water infrastructure is readily available or in close proximity. It is comprised of approximately 272± LDR\textsubscript{A} and MDR\textsubscript{A} units. It is anticipated development of the 58± HDR units will lag behind and may not be built until a later phase, but the site will be made available by the proposed backbone improvements. Development of this phase includes:

1. Construction (mass grading) of Deadman Gulch Open Space Corridor from Marengo Road to Cherokee Lane.
2. Extension of Walnut Avenue to Roundabout 1 and the associated underground utilities and infrastructure.
3. Widening of easterly portion of Marengo Road and frontage improvements.
4. Extension of Elk Hills Drive to the north-south Primary Residential Street, and connection of this Primary Residential street to Walnut Avenue Roundabout 1, and associated underground utilities and infrastructure.
5. Testing and potential construction of the proposed Well Site at the southwest corner of the Plan Area.
6. Construction of the 2.7 acre Parcel 8 Park site, which could provide a central location for future model home complexes.
7. Construction of on and off-site infrastructure and top side improvements to support this phase of development to the satisfaction of the City Engineer.
8. Construction of all or portions of Family Park north of Roundabout 1 and the recreation trail from Marengo Road to this first roundabout, including landscaping.

8.2.2 Phase 2

Phase 2 is the next logical extension of infrastructure to the east. It is comprised of 259± LDR\textsubscript{A} and MDR\textsubscript{A} units. As with the prior phase 1, the 192± HDR units will be subject to market conditions although these sites will be development ready by the proposed improvements.

1. Construction of Walnut Avenue and bike trail to Roundabout 3 and associated underground utilities and infrastructure.
2. Extension of the Primary Residential “Spine” Street from the 2.7 acre Parcel 8 Park to the Primary Residential Street connecting to Roundabout 3.
3. Construction of on and off-site infrastructure and top side improvements to support this phase of development to the satisfaction of the City Engineer.

8.2.3 Phase 3

Phase 3 includes grading for the proposed Elementary School and 5.1 acre park site and 164\(\pm\) LDR\(_A\) and MDR\(_A\) units. If the Galt Joint Unified Elementary School District rejects this Elementary School Site, it will convert to an additional 48\(\pm\) MDR\(_A\) units.

1. Final Construction of second segment of the Deadman Open Space Corridor from Liberty Ranch Road to Cherokee Lane and associated road overcrossings and drainage facilities within the Deadman Gulch Corridor, extension of the bike trail, and installation of landscaping.
2. Extension of Walnut Avenue to Cherokee Lane and completion of Roundabouts 4 and 5 and frontage landscaping.
3. Construction of Liberty Ranch Road from Deadman Gulch south to Primary Residential connecting to Neighborhood Park site.
4. Construction of on and off-site infrastructure and top side improvements to support this phase of development to the satisfaction of the City Engineer.

8.2.4 Phase 4

Phase 4 proposes to include 245\(\pm\) LDR\(_A\) and MDR\(_A\) units and will extend Liberty Ranch north of Deadman Gulch Open Space Corridor and to connect with Twin Cities Road (SR 104).

1. Construction of Liberty Ranch Road north of Deadman Gulch Open Space Corridor and installation of frontage improvements, in coordination with adjacent villages.
2. Widening of the southerly portion of right-of-way for Twin Cities Road from Liberty Ranch Road to Cherokee Lane and installation of landscaping.
3. Frontage improvements on the south side of Twin Cities Road adjacent to the Liberty Ranch properties.
4. Construction of on and off-site infrastructure and top side improvements to support this phase of development to the satisfaction of the City Engineer.
8.2.5 Phase 5

Phase 5 will complete the build-out of the Liberty Ranch portion of the EVSP. It proposes 202± LDR<sub>A</sub> and MDR<sub>A</sub> units located west and east of Phase 4.

1. Frontage improvements and landscaping on the east side of Cherokee Lane.
2. Construction of on and off-site infrastructure and top side improvements to support this phase of development to the satisfaction of the City Engineer.

8.2.6 Advancing Improvements prior to Phase

Certain project improvements and infrastructure may be advanced to prior phase(s) to comply with conditions of approvals, system demands, and/or Agency permit requirements. Final phased requirements will be determined with each final map.
8.3 SPECIFIC PLAN ADMINISTRATION AND IMPLEMENTATION

The administration and implementation of the Specific Plan necessary to guide the build-out of the Plan Area will require concurrent and subsequent documentation, actions and procedures. They are briefly listed below and followed with more detailed discussion.

a. Financing Measures
b. Environmental Impact Report
c. Mitigation Monitoring and Reporting Program
d. Federal and State Water Quality Standards
e. Public Facilities and Maintenance
f. Minor Revisions to the Specific Plan
g. Transfer of Density/Dwelling Units
h. Specific Plan Amendments
i. Subsequent Approvals
j. Severability

8.3.1 Financing Measures

A. Public Financing Measures

A separately prepared Public Facilities Financing Plan identifies all public facilities and backbone infrastructure improvements needed to serve the Plan Area, including roadways, sewer, water, and drainage and describes the costs and financing mechanisms that will be used to fund the improvements in a timely manner. A combination of financing mechanisms will be utilized to develop the Liberty Ranch portion of the EVSP (e.g. City Impact fees, School District fees, Community Facilities District (CFD), Revenue Bonds, Certificates of Participation, Developer Financing, State and Federal Grants and Loans, etc.). This Section provides an overview of the financing methods likely to be employed and strategies to deliver the necessary improvements.
Non-participating properties and areas of future development have not been included in the Public Facilities Financing Plan and their land uses will be maintained in perpetuity until they change ownership.

B. Specific Plan Financing Measures

The construction of public improvements to serve the Plan Area will be funded by a variety of mechanisms. Financing mechanisms may include, but are not limited to the following items.

1. City Impact Fees

The City of Galt has adopted a set of development fees to finance capital improvements and public services related to law enforcement, criminal justice and social services. The Liberty Ranch portion of the EVSP will finance a portion of its infrastructure burden by paying these fees, as described by the EVSP Development Agreement and/or Financing Plan.

2. School District Impact Fees

The Galt Joint Union Elementary School District and the Galt Joint Union High School District have adopted fees, established by State regulations, to be used to construct school facilities. Level 1 and Level 2 school fees are collected by the City prior to issuance of a building permit and are forwarded to the applicable school district for the construction of school facilities.

3. Community Facilities District(s)

Community Facilities Districts (CFDs) may be established to help fund the construction and/or acquisition of public facilities and backbone infrastructure, or the project may annex into existing CFDs. The Mello-Roos Community Facilities Act of 1982 enables public agencies to form CFDs and levy a special tax on property owners within the CFD. These special taxes may be used to pay debt service on CFD bonds or to finance public improvements directly on a pay-as-you-go basis. Public improvements financed with CFD revenues must have a useful life of 5 years or more. The proceeds from a CFD bond sale may be used by the sponsoring agency to finance the construction of the improvements directly or to acquire facilities constructed by the
developer. Special taxes may also be used to fund certain public services and
development impact fees, or to organize a master Homeowners’ Association (HOA) for
the maintenance of specialized or upgraded landscape features (e.g. entry monuments,
green streets, expanded landscape setbacks, private recreation facilities such as the
Community Center or Family Center, etc.).

4. Fire District Fees

The Cosumnes Fire District has adopted fees established by state regulators to provide
funding for fire facilities and initial apparatus/equipment required to serve new
development within the District’s boundaries. These fees are collected by the City
prior to the issuance of building permits and contributed to the fire department.

5. Revenue Bonds / Certificates of Participation

One or more series of Revenue Bonds and/or Certificates of Participation (COPs) may
be issued to finance additional public improvements. These debt instruments involve
dedicating a revenue source or portion thereof to pay a debt service and/or lease
payments on tax-free bonds or COPs. The authorization for Revenue Bonds is
constrained by the Revenue Bond Law of 1941. COPs enjoy widespread use by public
agencies throughout the State because they represent a lease payment structure and
are not considered public debt. As a result, the issuance of a COPs series does not
require registered voter approval. COPs may generally be secured by the same
revenue stream as Revenue Bonds and finance the same types of facilities.

6. Developer Financing

Use of construction loans is anticipated in conjunction with other methods. Individual
developers may also use private financing to construct backbone infrastructure and
other public improvements. If the improvements are contained in an AB 1600 fee
program or a CFD, the developer will be entitled to fee credits and/or reimbursement
according to the terms of the credit and reimbursement and/or acquisition agreement
relating to the financing program.

7. State and Federal Grants and Loans
A number of State and Federal programs are available and new programs may be instituted to provide grants and/or low-interest loans to qualified projects. Examples of these programs include recent programs such as the American Reinvestment and Recovery Act (ARRA), Build America Bonds (BAB), Recovery Zone Facility Bonds, Recovery Zone Economic development Bonds, Clean Renewable Energy Bonds, Qualified Energy Conservation Bonds, and New Market Tax Credits.

8. Financing Strategy and Policies

The object of the Liberty Ranch Financing Strategy is to fund public services, facilities and backbone infrastructure required for the development of Eastview utilizing an appropriate combination of public and private financing to maximize project feasibility and to apportion costs fairly among the various landowners and/or merchant builders.

a. The full costs of on-site and off-site public infrastructure and facilities required to support the EVSP will be funded from revenues generated by development within the Plan Area and any State and/or Federal grants.

b. Development projects within EVSP will be required to fund and construct the costs of extending the backbone infrastructure to adequately serve and support their project, consistent with the various public facilities master plan(s) prepared for the EVSP, subject to fee credits and/or future reimbursements. The costs for backbone infrastructure and public facilities will be allocated, to the extent possible, based on a projects’ fair share of required improvements. The overall backbone infrastructure and public facilities burden may be reduced using various other public financing measures, such as CFD financing, Revenue Bonds/COPs, and/or grants and loans.

c. Existing fee programs established by overlapping public agencies (including the City, School Districts and the Cosumnes Fire Department) shall be used to fund Specific Plan infrastructure to the extent the improvements are eligible for such funding.

d. When using CFD financing, the total effective tax rate (including all special taxes and assessments) for developed property shall not exceed fiscally prudent standards consistent with the City’s CFD Goals and Policies.
e. When using revenue bond and or COPs financing, the debt service and/or lease payments will be structured such that the reduction in revenues does not have a negative fiscal impact on the general fund of any overlapping public agency, including the City, the school districts and special districts. Additionally, Revenue Bonds and/or COPs will not be issued based on a level debt service and/or lease payment structure. The maximum debt service and/or lease payments will be no greater than the amount of revenues collected over the trailing twelve months.

f. Pay-as-you-go financing will be used to the extent possible to maximize public financing capacity beyond the limits established in local agency policies and State regulations.

g. To the extent that Federal and State grants and low-interest loans are available to help offset qualified public facilities and/or infrastructure burden, the overlapping public agencies will make their best effort to support the application for these programs to the extent that the programs will not have a negative fiscal impact on the general fund of any overlapping public agency.

h. Before property may be included in a CFD or other special district, or annexed to the existing district, property owner consent is required as provided by Proposition 13, Proposition 218, the Mello-Roos Community Facilities Act and other State regulations. Participating landowners agree to annex into an existing CFD, and/or other overlapping special districts and provide funding for infrastructure improvements according to the provisions of the development agreement(s) which will accompany this Specific Plan. When properties owned by non-participating landowners are proposed for development and a re-zone application is approved, said property owner shall be similarly required to annex into the overlapping CFD and/or other overlapping special districts, which have funded or will fund improvements that benefit the property.

i. Any application for a Subsequent Entitlement, or a Specific Plan Amendment, that is filed by a non-participating landowner shall be conditioned upon application to make a payment of a Specific Plan Reimbursement Fee pursuant to Government Code 65456, in addition to the payment of applicable Specific Plan Amendment and Planning Application fees. The purpose of the Specific Plan Reimbursement Fee is
to reimburse participating landowners (i.e. Liberty Ranch, LLC) and the City for the costs associated the preparation, adoption, and administration of this Specific Plan, technical studies and environmental documents, as well as attorney fees and consultant costs incurred pursuant to CEQA. Properties owned by non-participating landowners will also be required to annex into the CFD, and/or other overlapping special districts (including any zones of benefit), which have been established to fund services and/or improvements that benefit the property.

The completion of the EVSP will be contingent upon the construction of public facilities and infrastructure necessary to support the projected development. In implementing the Financing Plan, the various funding sources will be chosen to spread the costs in a way that distributes the costs equitably and maximizes project feasibility.

Development impact fees collected by the City and the school districts will be used to construct a portion of the facilities necessary to support the EVSP’s residents and businesses. These fees are based on an AB 1600 fee study that implements general Plan Policies and Actions and spreads the costs of necessary public facilities among new development based on benefit.

In addition to existing fee programs, additional mechanisms will be established to finance public facilities and backbone infrastructure. The most appropriate mechanism to finance these remaining costs is CFD financing. CFD bonds are secured by a lien on the underlying land and are non-recourse to the sponsoring public agency. Land-secured debt will be necessary to fund development impact fees and other costs during the early years of development, as well as at other strategic times when proceeds from Revenue Bonds/COPs, and private financing sources are not readily available. CFD special taxes, bond amounts, and pay-as-you-go financing will be limited to prudent levels that are consistent with the City’s established Goals and Policies.

State and Federal grant and loan programs are available from State and local governments to finance a variety of public facilities including sewer, water, parks, bridges, interchanges and public safety. The availability of these grants and loans and the selection of criteria vary from year to year. To the extent that improvements necessary for the development of the EVSP qualify for these
programs at the time of development, the available funds will be used to finance the eligible facilities and reduce the infrastructure burden.

It is expected that costs will change over time and therefore each funding mechanism should include a method for adjusting the amount of funding to reflect actual costs at the time of construction. Other financing mechanisms will also be used depending on availability and whether they are applicable to the improvements required for the development of the EVSP.

j. Non-participating properties, generally located in the west and northwest portion of the specific plan area; and the future growth area designated south of the UPRR, will pursue many of the same financing strategies outlined above.

8.3.2 Environmental Impact Report

The Environmental Impact Report (EIR) prepared for the Eastview Specific Plan serves as the master environmental document for future development within the Plan Area. Subsequent development applications within the Plan Area, including those from non-participants in the EVSP, will be reviewed to determine consistency with the approved Specific Plan and certified EIR. The applications determined to be consistent with the Specific Plan and that fall within the scope of the EIR will require no further environmental review.

It is the intent of this Specific Plan, unless major amendments are proposed, the certified EIR will serve as the basis of future environmental review of land use approvals within the Plan Area. The intent is supported by Section 65457(a) of the Government Code, Section 21166 of the Public Resources Code, and Sections 15182 and 15183 of the CEQA Guidelines.

8.3.3 Mitigation Monitoring and Reporting Program

The California Environmental Quality Act (CEQA) requires that all lead agencies that carry out a project which requires CEQA review to establish a Mitigation Monitoring and Reporting Program (MMRP) for all approved projects. The Eastview MMRP is intended to ensure compliance with adopted EIR mitigation measures during project implementation. The MMRP may require the construction of certain public improvements (e.g., on-site or offsite
road improvements) according to a sequence or phasing not reflected in this Chapter. In the event of a conflict between the Preliminary Phasing Plan and the MMRP, the MMRP shall prevail.

8.3.4 Federal and State Water Quality Standards

Future development proposals within the Plan Area may require an application for a 401 Water Quality Certification from Central Valley Regional Water Quality Control Board for any activities that may affect jurisdictional water body or floodplain. The issuance of a 401 Certification may include additional requirements related to fill activities and mitigation measures in addition to those required by USACE.

8.3.5 Public Facilities Maintenance Responsibilities

Public and private improvements constructed as part of development of the Specific Plan area shall be maintained by a combination of public and private entities as defined by the Development Agreement.

8.3.6 Minor Revisions to the Specific Plan

The following lists examples of minor revisions or modifications to the Eastview Specific Plan and subsequent maps and improvement plans that would not require the processing of a Specific Plan Amendment and could be approved administratively by the Community Development Director:

1. A change in the allocation of density or dwelling units to a particular parcel or phase that do not exceed the thresholds discussed by Section 8.5.6b Transfer of Density or Dwelling Units.
2. Minor adjustments to the infrastructure or street systems (e.g. minor street alignment changes or a pipe sizing change based on additional engineering study) which are acceptable to the applicable agencies and maintain the general land use pattern and continue to meet the goals and objectives of the Specific Plan.
3. Minor adjustments or interpretation of the guidelines as discussed by Chapter 7 Community Design of the EVSP that are offset by the merits of the architectural or
landscape design, such as the details of the architectural style, patio spaces, private yard fencing, roof overhangs, etc.

8.3.7 Transfer of Density/Dwelling Units

The EVSP Land Use Plan and associated land use summary tables have assigned densities to each assessor’s parcel or large lot parcel as identified in Chapter 3 Land Use and Zoning. The Plan Area is anticipated to be built out over time, with a number of phases, and the intent of this section is to provide flexibility to respond to changing site constraints and market conditions by allowing units to shift between parcels or “villages” as shown Exhibits 3-2 and 3-3, or phases as shown by Exhibits 8-1 and 8-2, over the life of the Specific Plan. Minor changes to the number of residential dwelling units allocated to individual parcels are permitted without a Specific Plan Amendment provided the following standards are met:

1. The resulting increase in residential units within a particular parcel as shown on Exhibit 3-2 is not greater than ten percent (10%) of the residential unit count allocated to the parcel by the originally approved EVSP Exhibit 3-3 and the resulting number of units are consistent with the Density Range DU/AC (Gross) shown for the parcel.

2. A decrease in residential units within a parcel may exceed ten percent (10%) but must be consistent with the approved Density Range DU/AC (gross) as shown on Exhibit 3-2 and 3-3, and must not adversely impact the Financing Plans, funding agreements, the provision of infrastructure, or diversity of housing product.

3. The transferring and receiving parcel or phase shall be held by the same owner or if held by different property owners they shall mutually agree to the transfer in writing.

4. The resulting maximum number of dwelling units for the entire 506 acre Plan Area as established by the Specific Plan is not exceeded.

5. The resulting unit increase shall not result in additional environmental impacts, or change in zoning beyond those identified in the EVSP or EIR.

A letter requesting a density or unit transfer shall be submitted to the City for review by the Community Development Director in conjunction with a revised lotting plan showing lot dimensions and the affected parcels, and a “redlined” Exhibit 3-3 and Exhibit 8-1 to illustrate the proposed changes. The request for a density or unit transfer shall identify the total number of units...
being proposed to be shifted from and to parcels to demonstrate the 10% increase by parcel threshold is not exceeded, and the overall number of units approved per the EVSP will not be exceeded due to the proposed density transfer. The Community Development Director can then replace the Exhibits or tables that were revised with no further action required.

**8.3.8 Specific Plan Amendments**

Amendments to this Plan may be initiated by the developer, an individual property owner, or by the City, in accordance with any terms and conditions imposed during the original approval of the EVSP. Amendments shall be processed pursuant to the provisions of Section 65453(a) of the Government Code for Specific Plan Amendments.

Specific Plan Amendments are processed in the same manner as the initial Specific Plan adoption, requiring review by the Planning Commission and action by the City Council. In addition, they will be subject to City review for consistency with the scope of the project EIR and may be subject to the provisions of CEQA. In the event the proposed amendment requires additional environmental analysis pursuant to the California Environmental Quality Act (CEQA), the applicant(s) will be responsible for funding the necessary CEQA documentation, according to City direction.

A Specific Plan Amendment may also require a concurrent General Plan Amendment if it is determined by the Community Development Director that the proposed amendment would be inconsistent with the General Plan goals, objectives, policies, or land use plans applicable to the property.

If the amendment is determined by the Community Development Director to be significant, a formal application requesting a Specific Plan Amendment shall submitted, and will be reviewed and considered in the manner prescribed by City ordinance.

Examples of significant changes that will require a Specific Plan Amendment include:

- The introduction to the project area of a new land use designation not contemplated in the Specific Plan.
- Changes to the circulation system or community facility design which would materially affect a planning concept detailed in this Specific Plan.
• Increases in density beyond 10% for a particular land use parcel as illustrated by Exhibits 3-2 and 3-3 in Chapter 3.
• Any change which would result in a significant and adverse environmental impact.
• Any change which would affect zoning.

Necessary Findings:

The consideration of any proposed amendment to this Plan shall include the determination of the following findings:

• Changes have occurred in the community since the approval of the original Specific Plan which warrant approving the proposed amendment.
• The proposed amendment is consistent with the General Plan for the City of Galt.
• The proposed amendment will result in a benefit to the area within this Specific Plan.
• The proposed amendment will not result in any unmitigated impacts to adjacent property.
• The proposed amendment will enable and not hinder the delivery of services and public facilities to the population within the area of this Specific Plan.

Development of the Specific Plan will require subsequent discretionary and ministerial land use entitlements. Discretionary land use entitlements require the exercise of discretion on the part of the City in some fashion. These include tentative subdivision maps, specific plan amendments, conditional use permits, lot line adjustments, and development plan review permits, among others. Ministerial land use permits include the issuance of permits according to the application of fixed criteria involving the exercise of no discretion. Examples of ministerial permits include final subdivision maps, grading permits, and building permits. Most design review permits will involve substantial conformance review unless a simplified checklist process is implemented.

Amendment Submittal Requirements

Every application for a Specific Plan Amendment shall be required to complete and officially submit the City’s General Project Application form.

The Community Development Director may also require such other forms and documents as are necessary to determine substantial conformance with the provisions of the Specific Plan.
8.3.9 Subsequent Approvals

All applications for development entitlements submitted after approval of the Eastview Specific Plan shall be reviewed by the Community Development Director, Public Works Director, Planning Commission and/or City Council, as required by Chapter 3 of this Specific Plan and the Galt Municipal Code, for conformity with the Eastview Specific Plan and for compliance with CEQA. The Community Development Department shall require appropriate and relevant information regarding all proposed projects within the Specific Plan area to determine compliance with this Specific Plan. Subsequent approvals may include, however are not limited to, the following items.

- Tentative Subdivision Map(s)
- Parcel Maps and Final Maps
- Improvement Plans
- Design Review Permits
- Development Agreements
- Use Permits

entities, as well as the provision of planned infrastructure to the Plan Area. For the purposes of this Specific Plan and environmental analysis, the Preliminary Phasing Plan illustrates how the project may be built-out over time.

The Liberty Ranch portion of Eastview is proposed to be developed in five (5) phases which will proceed to develop as infrastructure is constructed and residential and recreational facilities are extended. While phasing is anticipated to occur as shown in the Preliminary Phasing Plan, some neighborhoods may be constructed concurrently and others may be started prior to the completion of other phases. Agricultural use are permitted to continue on an interim basis as development occurs.

8.3.10 Severability

If any portion of these regulations is declared to be invalid or ineffective in whole or in part, such decision shall not affect the validity of the remaining portions thereof. The legislative body hereby declares that they would have enacted these regulations and each portion thereof, irrespective of the fact that any one of more portions be declared invalid or ineffective.
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EASTVIEW SPECIFIC PLAN

Appendix A
General Plan Consistency Analysis
RELATIONSHIP TO AND CONSISTENCY WITH GALT GENERAL PLAN

Introduction

The City of Galt adopted the 2030 Galt General Plan in April 2009. The General Plan provides a long-range vision of the City’s desired community character and physical structure, together with strategic guidance for making decisions on community development issues over the next 20 years. It is organized into the following components:

Part I – General Plan Summary

Part II – Goals, Policies, and Implementation Programs

- Circulation Element
- Community Character Element
- Conservation and Open Space Element
- Economic Development Element
- Historic Resources Element
- Housing Element
- Land Use Element
- Noise Element
- Public Facilities and Services Element
- Safety and Seismic Element
- Implementation Programs

California Government Code Section 65451 requires that a Specific Plan include a discussion of the relationship of the specific plan to the general plan, to demonstrate the ways in which the Specific Plan is responding to the key policies that are applicable to this part of the City’s planning area. Section 65454 prohibits adoption or amendment of a specific plan unless it is consistent with the general plan. This section provides a discussion of the relationship to and consistency with the Galt 2030 General Plan, with respect to each of the ten elements of the General Plan.

Discussion

A. Circulation Element

Galt’s circulation system is a major component of the city’s urban design and economy. The city is both defined and constrained by its network of freeways, highways, roads, railroads, and bike and pedestrian paths, which serve to move its residents and goods in and out of the city. Pressure to establish various land uses at specific locations, flow of goods, and quality of neighborhoods can all be affected by the design of the roadway network. The city’s economy is also directly affected by its circulation system, such as the availability and adequacy of freeway interchanges, access to rail and air travel, and capacity of roads to serve planned land uses.

The Circulation Element provides for the development of new roads, freeway overpasses, and the widening and improvement of existing roadways to serve new development. It also promotes alternative forms of transportation to reduce air pollution, reduce the need for costly roadway improvements, and facilitate the travel of those who cannot or do not wish to use automobiles for all their trips.

A1. Eastview’s Components of the General Plan Circulation Network

The Circulation Element seeks to maintain satisfactory traffic conditions both within existing urban areas and future growth areas. Galt’s planned roadway network is designed to meet year 2030 development levels based on the land uses shown on the Land
Use and Circulation Diagram (Figure LU-1 in the Land Use Element). The City’s most important policy tool for upgrading and maintaining its roadways for effective and efficient traffic movement is the diagram and its associated standards. Accordingly, the Eastview Specific Plan includes the following streets identified in the Land Use and Circulation Diagram.

Twin Cities Road (State Route 104): Twin Cities Road (State Route 104) is the main conduit for vehicular traffic headed west to State Highway 99 from the northeastern part of the Galt planning area. The Circulation Element designates Twin Cities Road as a 6-lane “Future Expressway, as it crosses the entire City planning area, including the northern edge of the Eastview Specific Plan. Based on recent traffic forecasts prepared for the Eastview Specific Plan, however, six lanes of traffic capacity will not be needed between Marengo Road and Cherokee Road. Based on anticipated traffic volumes generated by the Specific Plan, Twin Cities Road will transition from a 6-lane arterial/thoroughfare at the intersection with Marengo Road to a 4-lane arterial across the top of the Plan Area. East of the intersection with Liberty Ranch Road, it will transition to the existing 2-lane highway. As a result, there are three different build-out conditions for Twin Cities Road within the Eastview Plan Area.

Marengo Road: This street is designated as a 4-lane arterial in the City’s Circulation Element, and the Specific Plan also designates this as a 4-lane arterial. Full roadway improvements were installed with the construction of the Galt High School site, and the easterly portion of this street and travel lanes will be extended south to the Liberty Ranch property and the intersection with Elk Hills Drive to serve the Eastview Plan Area. The total back of curb dimension is 74 feet. The proposed landscape corridor on the east side of the street is expanded from the standard 20-foot width to 25 feet due to the existing overhead 69 KV powerline in order to provide adequate space for landscaping and street trees.

Walnut Avenue: This street is designated as a 2-lane arterial in the City’s Circulation Element, and the Specific Plan designates this as a Collector, transitioning from 2 lanes in both directions just east of Marengo Road to 1 lane in both directions, with a raised median. This “signature” street proposes a system of five 80-foot diameter roundabouts, which are located at each intersection to provide a dramatic visual statement and also as a traffic calming measure to slow and moderate vehicle speeds. The roundabouts allow the landscaped median to be continuous by eliminating the need for left-turn pockets at intersections, resulting in less pavement than a typical minor arterial/collector street. Pedestrian crosswalks are located back from the intersection to allow safe crossings.

Curbside parking will be allowed on the south side of Walnut Avenue in front of the proposed High Density Residential (HDR) parcels and the Elementary School, to accommodate guest parking and overflow parking for school events. East of Liberty Ranch Road this curbside parking is eliminated due to the proposed design that calls for back-on single-family homes. This will allow a further reduction in the pavement width. The internal local street pattern within Liberty Ranch is configured to direct vehicular traffic north to Walnut Avenue as a method of reducing east-west traffic on neighborhood streets.

Cherokee Lane: Cherokee Lane is currently a minimally improved 2-lane rural road, with approximately 10-foot travel lanes in each direction and a roadside drainage swale. It is designated on the General Plan as a 2-lane Collector, although it functions like a residential street providing access to rural residential parcels located in Sacramento County to the east. Cherokee Road is
maintained as a 2-lane Collector in the Eastview Specific Plan. Streets within the Plan Area are configured to direct traffic away from Cherokee Lane. A 35-foot landscaped corridor is proposed behind the roadside swale that is located within the road right-of-way to buffer existing residents.

Upon build-out of the Eastview Plan, the connection of Walnut Avenue will provide an alternate access for the residents living on Cherokee Lane, enabling them to connect more conveniently to the west to the City of Galt.

Lake Park Avenue: Lake Park Avenue is designated in the Specific Plan as a Collector/Primary Street that will extend east of Marengo Road to serve the Commercial and Low Density Residential area located in the northwest portion of the Plan Area, and will provide a parallel street to Twin Cities Drive that will allow Plan Area residents to connect with the adjacent neighborhood to the east. Homes and individual driveways should not “front-on” to this street within 600 feet of Marengo Road to avoid the potential for conflicts with driveways for the proposed commercial site. This roadway will provide a 48-foot back of curb dimension to allow for a painted median at the intersection with Marengo Road, but to the east will transition down to a Primary Residential Street east of the commercial-designated properties. Lake Park Avenue fulfills the function of the east-west 2-lane collector identified as “Street 1” on the City’s Circulation and Land Use Diagram.

Liberty Ranch Road: Liberty Ranch Road provides a north-south minor collector street that is anticipated to convey traffic up to a future traffic signal at Twin Cities Road (SR 104). While traffic volumes are anticipated to be similar to Primary Residential Street, this road will not have any front-on lots because it may someday connect to the future growth area located south of the UPRR. A painted median is not proposed in order to reduce vehicle speeds and also reduces pavement width. North of Walnut Avenue, “back-on” residential with a sound wall is the recommended condition. South of Walnut Avenue, Liberty Ranch Road will provide access to the Elementary School/Park site, and will provide curbside parking for visitors or parents that drive to these uses. Liberty Ranch Road fulfills the function of the future 2-lane collector identified as “Street 2” on the City’s Circulation and Land Use Diagram.

### A2. Eastview Consistency With Key Circulation Policies

There are numerous policies in the Circulation Element that are intended to guide planning decisions to achieve the goals of the Element. Many of them are broad and address general, citywide concerns or specific circulation concerns in other parts of Galt, and thus do not apply directly or readily to the Eastview Specific Plan. This section addresses the consistency of the Eastview Specific Plan with those policies that apply to this part of the City’s planning area, or to any new development project.

#### City Street System

**Policy C-1.2: Street Planning, Design, and Regulation**

The City shall plan, design, and regulate the development of the City’s street system in accordance with the functional classification system described in this chapter and reflected in the Land Use and Circulation Diagram (Figure LU-1) or the City’s Street Standards and Specifications.

Consistency: All of the proposed streets within the Eastview Specific Plan are designed in accordance with their functional classification as defined in the Land Use and Circulation Diagram.
**Policy C-1.4: Connectivity**

The City should assure that new development effectively links the east and west sides of the city across State Route 99 and the railroad tracks, including non-motorized modes of travel. In addition, all new development shall enhance connectivity to existing facilities and provide good internal circulation for all modes of travel.

Consistency: The Eastview Specific Plan will extend Walnut Avenue from its current terminus at Marengo Road to Cherokee Lane, as a divided, two-lane Collector, in accordance with the alignment identified in the City’s Circulation Element. Class II bike lanes and sidewalks will be provided on both sides of the street. This will extend the connectivity provided by Walnut Avenue to the western side of the City, west of SR 99, including provisions for automobiles, bicycles and pedestrian travel modes.

**Policy C-1.6: Specific Gateway Enhancements**

The City should work to improve and maintain specific entry points within road right-of-way, including freeway interchanges and the Lincoln Way area at Dry Creek. Improvements could include landscaping and signage.

Consistency: As shown on Exhibit 7-3 in the Community Design Element of the Specific Plan, the Eastview Specific Plan contains special entry features at five key project entrances, including the intersection of Twin Cities Road and Cherokee Road, which will become a new gateway into the City of Galt. Each entry point will be distinguished with special planting and building materials, with common elements such as informal stone walls, wood fences, ornamental tree orchards, ornamental grasses, and evergreen tree backdrops.

**Policy C-1.7: Private Access to Arterial Streets**

The City shall limit private access along arterial streets wherever possible.

Consistency: Arterial streets bordering or found within the Eastview Specific Plan include Twin Cities Road, Marengo Road and Walnut Avenue. All of the new residential lots to be created within the Liberty Ranch, LLC proposed development area would front on Primary streets or smaller, Minor Residential streets, rather than onto arterial streets. Existing lots adjacent to Marengo Road and Twin Cities Roads consist of “non-participating” properties and many of these already have direct access to those arterial streets.

**Policy C-1.9: Traffic Impact Analysis and Funding**

The City shall require an analysis of the effects of traffic from proposed major development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project.

Consistency: The City has prepared a comprehensive Traffic Impact Analysis of the project, as part of an Environmental Impact Report (EIR) for the Eastview Specific Plan project, in accordance with the State CEQA Guidelines. The Eastview Specific Plan will implement all internal and external street improvements or funding contributions to future improvements identified as traffic mitigation measures in the EIR.

**Policy C-1.12: Grid-Like Street System**

The City should encourage a grid-like street system in new growth areas in order to ease traffic flow, reduce traffic barriers, increase linkages between communities, increase driver route choice, promote walking and biking, and disperse traffic.

Consistency: A “modified” grid pattern of streets is proposed for excellent vehicular and pedestrian connectivity and to facilitate efficient dispersal of vehicular traffic while alleviating the need for
wider streets and avoiding the potential to overwhelm residential neighborhoods. Narrower streets are also an effective traffic calming measure that will slow vehicular speeds compared to wider streets. Several roundabouts will be located along Walnut Avenue to enhance circulation and reduce traffic barriers for motorists, pedestrians and bicyclists.

**Residential Streets**

*Policy C-3.1: Through Traffic*

The City should minimize high volume and high speed through traffic in residential areas through project design.

Consistency: A hierarchy of roadways has been configured to allow for the safe and efficient conveyance of traffic, with an objective of discouraging long distance or “cross-town” traffic from cutting through neighborhoods and instead directing it toward arterial roadways or dissipation through a variety of alternative streets. Designed as a ‘modified grid’ pattern of streets, the proposed circulation network provides excellent vehicular and pedestrian connectivity, allows for efficient dispersal of vehicular traffic alleviating the need for wider streets and avoiding the potential to overwhelm residential neighborhoods. Street sections, in some cases, are narrower than in traditional design; this is an effective traffic calming measure that will slow vehicle speeds compared to wider streets. The proposed roundabout intersections along Walnut Avenue provide a dramatic visual statement, while also acting as a traffic calming measure to slow and moderate vehicle speeds. Extensions of offsite roads Elk Hills and Brewster (Lake Park) are truncated to restrict traffic to local users. No arterial streets occur within the new residential areas of the Eastview Specific Plan. Traffic from each neighborhood would be distributed to higher volume/higher speed arterial streets via lower speed/lower volume collectors, as shown in the Specific Plan on Exhibit 4-1 – Roadway Master Plan.

*Policy C-3.2: New Developments*

The City should consider the effects of new development on local streets in residential areas and require new development to mitigate significant impacts on residential neighborhoods.

Consistency: A Traffic Impact Analysis was prepared as part of the project’s Environmental Impact Report, to assess the impacts of the Eastview Specific Plan on the surrounding streets and highway network, including potential impacts on existing neighborhoods to the west of Marengo Road. The traffic analysis determined that a large majority of traffic originating and ending in Eastview would travel along the surrounding arterials and highway network, and not through nearby residential areas. No significant traffic impacts were identified in any nearby residential neighborhoods. See above discussion concerning Policy C-3.1.

*Policy C-3.4: ADA Compliant Sidewalks*

The City shall require ADA compliance for existing and proposed sidewalks.

Consistency: All sidewalks constructed within the Eastview Specific Plan will comply with the City’s standards for ADA compliance.

**Automobile Parking**

*Policy C-4.1: Adequate Parking*

The City shall ensure that adequate on-and off-street parking is provided in existing and new development. The adequacy and appropriateness of parking requirements in the Zoning Ordinance shall be periodically reevaluated.
Consistency: The Eastview Specific Plan requires compliance with the off-street parking standards set forth in the City of Galt Zoning Ordinance, as applicable to each of the land uses permitted in the Specific Plan area.

Transit Facilities and Services

Policy C-5.1: Bus Transit
The City shall work with transit service providers to provide bus transit services that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.

Consistency: This policy applies to efforts by the City to coordinate with local transit providers to provide effective bus transit services throughout the city, and to maintain good service that responds to city growth patterns and changes in transit demand. The Eastview Specific Plan will be implemented over a period of years and the City will continue to work with the transit providers as that growth occurs, to determine the most effective means of extending transit service to the Specific Plan area.

Policy C-5.2: Bus Turnouts, Stops, and Shelter
The City shall work with transit service providers to provide bus turnouts, stops, and shelters throughout the city.

Consistency: The Eastview Specific Plan will be implemented over a period of years and the City will continue to work with the transit providers as that growth occurs, to determine the most effective means of extending transit service to the Specific Plan area. This will include identification of appropriate locations along the Specific Plan street network for bus turnouts, stops and shelters. The proposed street sections can accommodate any of these transit features, as needed.

Policy C-5.4: Family Transit Needs
The City shall consider families' needs in transportation planning efforts and shall promote safe and convenient methods of transportation between school, home, retail shopping, and child care.

Consistency: The City will continue to coordinate with local transit service providers to address community-wide transit service needs for various segments of the population, including families, to provide linkages between school, home, shopping, and child care destinations. This will include services to future residents of the Eastview Specific Plan area, as development occurs and the population in that new community grows and matures over time.

Non-Motorized Transportation

Policy C-6.1: Bike and Pedestrian System
The City shall establish a safe interconnected bicycle and pedestrian system throughout Galt.

Policy C-6.2: Regional Bikeway Connections
The City should ensure that local bikeways are interconnected with regional bikeways, and identified through appropriate signage, in a manner that promotes their local and regional use.

Policy C-6.3: Integrated Bike System
The City shall continue to encourage a continuous, comprehensive, and safe system of recreational, commuter, and convenience bicycle routes that link
neighborhoods and activity centers in the city and also provide linkages to the recreational trail system along Dry Creek and Deadman Gulch. The City shall also provide appropriate signage, in accordance with the California Manual of Uniform Traffic Control, for easy rider way-finding through the system of City bikeways.

**Policy C-6.6: Bike Lanes**

The City shall consider the needs of bicyclists when new roadways are constructed and existing roadways are upgraded. All collector streets and minor arterials with right-of-ways of 60 feet shall have striped and signed Class II bike lanes unless determined infeasible.

Consistency With Policies C-6.1, 6.2, 6.3, and 6.6: A hierarchy of bikeways is proposed for the Plan Area to allow bicyclists to move easily from one neighborhood to the next, to connect between uses, and to provide connectivity to regional bikeways beyond the Specific Plan area. Directional signage will provide bicyclists clear understandable guidance. These provisions are consistent with and implement Policies C-6.1 and C-6.2. A paved, 10-foot wide, Class I bike trail will meander within the Deadman Gulch Open Space Corridor, throughout the entire length of Deadman Gulch. This will provide connections to the Galt High School site, as a “safe route” alternative to the arterial streets. It would also provide connectivity to existing residential neighborhoods to the west, via Walnut Avenue across Marengo Road, and a connection to the Galt Community Park on the west side of Marengo Road, via Walnut Avenue that leads to Galt Community Park. The Class I trail through Deadman Gulch is consistent with and implements Policies C-6.1, C-6.2 and C-6.3. As another example, the Class II bike lanes along Marengo Road and along Lake Park Drive will provide a connection to neighborhoods on the west side of Marengo Road via Lake Park Avenue, which leads to Park Terrace Drive that then connects to the City’s Northeast Sports Park. This is consistent with and implements Policies C-6.1, C-6.2 and C-6.3.

Striped, Class II bike lanes are proposed along edges of the arterial streets (Twin Cities Road, Marengo Road and Walnut Avenue), along Liberty Ranch Road, along Lake Park Avenue, and along the Primary “Green” Street that will link the Park in Phase 1 to the elementary school and park to be built in Phase 3. The lanes along Liberty Ranch Road and the Primary “Green” Street will provide a safe route of travel to the elementary school. Additional, unstriped bike lanes will be provided as Class III bike routes on Primary Residential Streets, which are “feeder” connections to Class II and Class I bikeways. The Primary Streets have rights-of-way of 38-48 feet. The Class II and Class III bike lanes are consistent with and will implement Policy C-6.6.

**Policy C-6.7: Pedestrian Trail Systems**

The City shall require developers to finance and install pedestrian pathways, bikeways, and multi-purpose paths in new development, as appropriate, following the standards in the Caltrans Highway Design Manual Chapter 1000.

Consistency: As set forth in Chapter 4-Circulation of the Eastview Specific Plan, this project includes a comprehensive system of pedestrian pathways, bikeways and multi-purpose paths throughout the planning area, all of which are to be financed and installed by the master developer at the time the new street sections are constructed. Pedestrian pathways are described in detail, below.

Sidewalks will be provided along every street within the Plan Area. Along arterial, collector and primary residential streets, the sidewalks will be separated from the curb by a minimum 6-foot
planter. A five-foot wide pedestrian trail will meander through the Deadman Gulch Open Space Corridor providing an east to west connection to the existing neighborhoods and schools located to the west. A second trail corridor will connect from Marengo Road north (aligned) of Elk Hills Road through the middle of the Liberty Ranch property, providing a “central pedestrian corridor” allowing pedestrians to walk from one end of the Plan Area to the other along a system of paseos and separated sidewalks within landscape corridors. This central trail corridor will connect neighborhoods to parks and schools. These corridors will be landscaped to provide shade for pedestrians as discussed by Chapter 7 – Community Design to provide a pleasant pedestrian experience and promote walkability. Directional signage will also be a key element in providing a clear, understandable system of trails. Lastly, benches or rest stations should be considered along key segments of the Deadman Gulch and Central pedestrian trail corridors. Paseos (sidewalks) will provide cross-block connections, allowing convenient “cut-thru” travel by bicyclists and pedestrians. These will be located at the time small lot tentative maps are prepared.

Policy C-6.9: Pedestrian Ways-New Development

The City shall encourage developers of new neighborhoods to provide separated sidewalks that promote pedestrian convenience and conform to ADA standards with appropriate landscaping of roadway strips.

Consistency: As noted above, sidewalks will be provided along every street within the Plan Area, and will be constructed in accordance with the City’s standards for ADA compliance. Along arterial, collector and primary residential streets, the sidewalks will be separated from the curb by a minimum 6-foot wide planter.

Complete Streets

Policy C-8.1: Attractive Streets

The City shall provide attractive streets designed to serve a broad spectrum of travel modes (e.g. bikes, pedestrians, transit, and people with disabilities) as well as automobiles.

Consistency: A sincere effort has been made to integrate “complete street” design measures into the Eastview Specific Plan so that the automobiles, bicyclists and pedestrians are accommodated more equitably. Traffic calming measures, such as roundabouts or circles are utilized to slow vehicular traffic and make the community friendlier to pedestrians and other modes of transportation. Reduced centerline radii on streets around parks, on private drive aisles and entrances to parking areas from roadways are encouraged as a method of slowing vehicular speeds. A hierarchical system of bikeways will be provided throughout the community, consisting of a Class I off-street bike trail meandering through the entirety of the Deadman Gulch Open Space Corridor, Class II, striped bike lanes along arterials and collector streets, and Class III bike lanes along Primary residential streets. Sidewalks will be provided along every street, and cross walks will be constructed in accordance with current design criteria set forth in the Americans with Disabilities Act (ADA).

The street system is a critical element in establishing the character of a community. Extensive landscaping is proposed along arterial, collector and primary streets to provide shade, enhance the pedestrian experience, and encourage walking. Landscaped entry statements are proposed at key entries into the project and at features within the project, such as the roundabouts.
Consistency: A sincere effort has been made to integrate “complete street” design measures into the Eastview Specific Plan so that the automobiles, bicyclists and pedestrians are accommodated more equitably. Traffic calming measures, such as roundabouts or circles are utilized to slow vehicular traffic and make the community friendlier to pedestrians and other modes of transportation. Reduced centerline radii on streets around parks, on private drive aisles and entrances to parking areas from roadways are encouraged as a method of slowing vehicular speeds.

B. Community Character Element

The purpose of the community character element is to establish qualitative urban design goals and policies. The policies are intended to reinforce communitywide concepts depicting a framework of neighborhoods, corridors, and landmarks.

Community design integrates diverse development concepts at an array of levels. From the overall city to neighborhoods and districts to streetscape and structure design, the goals and policies presented in this element provide for the visual pattern of land uses and circulation.

Policies that are relevant to the Eastview Specific Plan are discussed below.

**Policy CC-1.1: City Image**

The City should promote high quality design and building materials for all new development.

**Policy CC-1.4: New Neighborhood Design**

The City should require new neighborhoods to have a unique sense of place (i.e., entry designs, architecture, design features) that sets them apart from existing neighborhoods.
Consistency: Chapter 7 of the Eastview Specific Plan provides an extensive set of guiding themes, design guidelines and development standards to establish a unique and attractive community character that will distinguish the Plan Area as a special place that will enhance the larger Galt community. Through the design vernacular of landscape and building architecture, streetscapes, entry and edge features, yards, and private and public open spaces, Eastview will provide both community-level and neighborhood identities that will be different from other neighborhoods in any part of Galt or surrounding areas.

The Community Identity at Eastview is composed of its entry monumentation, open space landscape character, and planting palette and architectural diversity. The site’s agrarian heritage is accented through the use of orchard trees, low stone walls, and wood fences. The existing site is relatively flat with narrow drainage channels between fields which drain the existing terrain from east to west. The proposed landscape expands the existing drainage into a large and unique system of ponds, riparian habitat, and community open space which will serve as state-of-the-art ecological storm water management for the new development. The community feature also serves as a major recreational and educational resource for the residents.

Section 7.6 of the Specific Plan establishes the architectural guidelines that will govern the character of new neighborhoods and new homes within the Liberty Ranch, LLC-owned property that comprise most of the Plan Area. Eleven architectural prototypes are proposed to create variety and distinctive styles, as follows:

- Farmhouse
- Monterey
- Craftsman
- Santa Barbara
- Traditional
- French Country
- Spanish Bungalow
- Cottage Home
- Spanish/Mediterranean
- Prairie
- California Ranch

Architectural design criteria are set forth to achieve the goal of creating a high quality, modern agrarian community that establishes a sense of authentic neighborhood in the community. Key design strategies to achieve the desired community character include:

- Discourage monotonous neighborhood character with identical homes, repetitive front yard arrangement and sterile streets.
- Allow an overall structure with a variety and flexibility in order to create an eclectic street character, but balanced with complementing architectural elements.
- Incorporate an enhanced curb appeal with well define/visible entries, varied texture, relief and design elements such as porches, balconies, columns, bay windows, etc.
- Avoid over ornamentation. Material variation should follow plane changes to eliminate “applied” effect.
- Patios and garages occur at varying distance from the street to create an interesting pattern of visible open space and a unique streetscape. Varying front and side yard depths will be provided.
- Incorporate varied massing, architectural relief and projections to create interesting elevations.
High quality design is a central theme of the Eastview Specific Plan, and the following criteria for the style of homes and creation of variety and interest in individual neighborhoods are proposed to guide the design choices made by home builders:

- Each home builder parcel of 30 dwelling units or more is to include at least four architectural styles to provide a varied street scene.
- Home builder parcels of 30 dwelling units or more should have at least four different floor plans. Each floor plan should include multiple architectural elevations to expand the variety of architectural details, forms and character.
- One-story floor plans are encouraged on at least 15% of all lots and should be placed strategically at key entries to reduce architectural massing.
- Mirroring and minor alterations to floor plans to create additional street scene diversity is acceptable.
- A particular elevation design and style should not be repeated more frequently than every third house, and massing, scale, proportions and balance should be appropriate to the architectural style.
- Each home should have a least three colors for the body, trim and fascia elements that are compatible with the architectural styles. Accent colors are allowed for shutters, doors, wrought iron and special features. Monochromatic color schemes are not allowed.

Policy CC-1.6: Open Space Features

The City should promote community design that incorporates the open space features of Galt’s rivers, creek, wetlands, trail corridors, and parks into the travel experience. This includes visual access to open space features and private and public investment that visually frames and complements natural landscapes and parks.

Consistency: Section 7.3.2 of the Specific Plan defines the design and character elements of Eastview’s Open Space System. This system incorporates the natural site features and planned facilities in a comprehensive manner and consists of the Deadman Gulch Open Space with its community recreation facilities, three significant neighborhood parks, smaller neighborhood pocket parks, trails, off-street and on-street bike paths, and sidewalks. The central feature is the enhanced and expanded Deadman Gulch area along the north side of Walnut Avenue. Planned as a major flood control, habitat, and water quality system, it will also provide significant community recreational and educational resource. An 8’ off-road bike trail meanders through the gulch from Marengo Road to Cherokee Lane, making connections to the Liberty Ranch High School.

Deadman Gulch open space traverses through the heart of the Eastview development. There are about 7.5 acres of existing wetlands, channels and irrigation ponds that will be eliminated by project grading, but will also be restored and enhanced on-site within the Deadman Gulch open space corridor. This mitigation area is further expanded by the addition of water quality basins. Community recreation spaces are located within this open space corridor to benefit from the proximity and provide unique nature-oriented experiences to its residents. Through the Gulch, pedestrian connections are designed to connect the neighborhood to the High School providing a safe walking experience.

Policy CC-2.1: Gateway Entrances

The City shall promote efforts to improve the visual quality of gateway entrances to Galt, including State Route 99, Twin Cities Road, A Street/Boessow Road, and Lincoln Way. Development in these areas should include a combination of streetscape, building orientation and
placement, signage, enhanced landscaping, and site amenities to create memorable community entries. Items that detract from the gateway image, such as attention-getting devices, outside storage, and off-premise commercial signs should not be allowed.

Consistency: When the Plan Area is annexed to the City of Galt, the intersection of Twin Cities Road (SR 104) and Cherokee Road, at the northeastern corner of the Plan Area, will become a gateway entrance to the City of Galt. Section 7.3.1.E of the Specific Plan acknowledges and highlights this in the following manner.

At this entrance there will be monumentation with City signage. The monument will integrate low stone walls and wood fences along with flowering orchard trees laid in a grid pattern and ornamental grasses set informally at the intersection. A portion of the monument wall is taller to accommodate the City of Galt Entry sign.

The signage marking the intersection shall be designed in coordination with the City of Galt to ensure compatibility with City standards. The concrete walk along Twin Cities Road and the decomposed granite walk along Cherokee Lane combine at this corner and provide a pedestrian connection into the community. Evergreen trees and shrubs provide the backdrop along the community wall and break its mass. Ornamental grasses and accent plants complete the understory to the orchard. The swale along Cherokee Lane includes ornamental grasses, sedges and rushes selected for visual appeal.

Additional special entryway features will be provided at Marengo Road/Walnut Avenue, Elk Hills Drive/Marengo Road, Liberty Ranch Road/Twin Cities Road, and Walnut Avenue/Cherokee Road.

Policy CC-4.2: Trees in New Development

The City shall require that all new development protect existing trees, to the extent feasible, and incorporate the planting of additional trees and other vegetation, to provide shade, buffering and visual character. Oak trees are specifically protected by the Galt Municipal Code, but other trees on land that is subject to a development application may be required to be protected through the development phase. New trees shall be carefully selected based on appropriate site conditions (Galt’s microclimate, soil type, water usage, surrounding infrastructure and improvements, and distance from buildings). In order to help the Sacramento region attain air quality conformance, the largest tree species possible for the given application, with the lowest biogenic emission rates, should be selected. High biogenic emitting tree species should be avoided or planted only as a second choice when low emitters will be unsatisfactory.

Consistency: Development of the Liberty Ranch, LLC-owned area would result in removal of four existing oak trees and 124 other types of trees, scattered throughout the site. Pursuant to Chapter 12.28 of the Galt Municipal Code, the oaks will be replaced with other oak trees included in the overall community plant palette. The community plant palette includes numerous new trees throughout the new community, in much larger numbers. The new trees would create a distinctive community identity and have been carefully selected on the basis of their aesthetic character and suitability for the Galt climate and local site conditions.

A majority of the tree species included in the proposed plant palette are California natives or other drought tolerant species and are rated as “good” with respect to air quality characteristics in the “Greenprint Tree List” prepared by the Sacramento Tree
Foundation. 1 Crape Myrtle and Evergreen Pear Trees, for example, are the primary species selected for street trees and these are rated as “good” on the Greenprint Tree List.

Policy CC-4.3: Tree and Landscape Maintenance Requirements for Large Development Projects
The City should require, as a condition of approval for large development projects, the establishment of funding mechanisms for the ongoing maintenance of street trees and landscape strips in public ways. The City should explore the potential for putting all new development in a master landscape and lighting district for maintenance of street trees and landscape strips in public ways.

Chapter 8 of the Specific Plan defines funding and maintenance responsibilities for various community facilities and amenities, including trees and landscaping in public rights-of-way. A Community Facilities District will fund installation and ongoing City maintenance of public facilities and amenities throughout the community, including the trees and landscape elements in public rights-of-way along streets, within the parks and throughout the Deadman Gulch Open Space Corridor. Another possible funding mechanism is a Landscape and Lighting District or combination district.

C. Conservation and Open Space Element

Galt’s environmental resources (water, air, vegetation, wildlife, and open space) contribute to the local economy and are important elements in the quality of life of Galt’s residents. The preservation of these natural resources is frequently in conflict with urban development. The General Plan seeks to balance the need for growth with the need for the conservation and enhancement of the area’s natural resources, frequently in cooperation with other agencies.

The Conservation and Open Space Element contains goals, policies, and implementation measures related to the following topics:

- Water Resources
- Fish and Wildlife Habitat
- Vegetation
- Agriculture, Open Space, and Natural Resource Preservation
- Air Quality—General
- Air Quality—Transportation
- Global Warming and Energy Conservation

Policies that are applicable to review of the Eastview Specific Plan are discussed below.

Water Resources

Policy COS-1.1: Flood Control
The City shall require adequate natural floodway design to assure flood control in areas where stream channels have been modified and to foster stream enhancement, improved water quality, recreational opportunities, and groundwater recharge.

Consistency: Deadman Gulch is the primary drainage feature within the Plan Area, and it has been extensively altered throughout the farming history of this site to respond to farming needs, to its

1 Sacramento Tree Foundation Greenprint Tree List, found at http://www.sactree.com/assets/STF%20Greenprint%20Tree%20List%20for
current degraded and sparsely vegetated condition. This drainage will be retained, deepened to increase flood water retention capacity, and enhanced with structural and landscape features to provide the project’s flood protection, satisfy federal and state water quality standards, provide groundwater recharge, restore and create wetlands, and provide recreational uses for project residents and the larger community.

**Policy COS-1.4 Storm Flow Impacts**
The City will continue to ensure, through the development review process, that future developments do not increase peak storm flows and do not cause flooding of downstream facilities and properties.

Consistency:
The Liberty Ranch, LLC-owned portion of the Specific Plan area has been designed to capture and convey storm flows into Deadman Gulch, which would be re-graded, deepened and re-contoured to detain and manage runoff of flows generated on-site and from upstream sources, for the 100-year peak storm event. The proposed hydrology would ensure that peak storm flows are retained within the Gulch for a sufficient amount of time so that the volumes of storm flow that are released at the downstream outlet, near Marengo Road, during storm conditions, do not exceed the capacity of downstream flood control facilities.

**Policy COS-1.10 Ecological Features Retention**
The City shall retain to the extent feasible the ecological features of the creeks, sloughs, and rivers in their natural state.

Consistency: As noted above, Deadman Gulch is designed to improve flood protection capacity, to restore and enhance ecological functions such as wetlands and wildlife habitat areas, and to satisfy federal and state water quality control standards. When completed, the Deadman Gulch Open Space Corridor will provide significantly improved drainage, flood control, water quality control, and wetlands values compared to existing conditions, and the entire corridor will once again become a naturalized environment.

**Policy COS-1.11: Riparian Corridor Protection**
The City shall endeavor to protect, preserve, and improve riparian corridors.

Consistency: In the delineation of state and federal jurisdictional water resources on site, no riparian corridors regulated as California Streambeds were identified, although there are some clusters of trees along the main irrigation canal.

**Policy COS-1.13: No Net Loss of Wetlands**
The City shall review development proposals in accordance with applicable local, State, and Federal statutes protecting jurisdictional wetlands (Section 404 of the Clean Water Act) and require that new developments have no net loss of existing wetland habitats.

Consistency: The Deadman Gulch Open Space Corridor is designed to create/restore/enhance approximately 7.5 acres of wetland habitat, which is the amount of degraded wetlands habitat that would be impacted by the project grading. The design of these habitats is consistent with the mitigation guidelines established by the Resource Agencies.
Policy COS-1.14: Floodplain Dedication
The City should require property owners and developers to dedicate land within 100 year floodplains to the City, or other City-designated entity for biological mitigation credit or similar purpose, when a development project is approved. In addition to the land requirement, the City should require public access adjacent to these areas, but outside the 100-year floodplain, via bicycle and pedestrian trails and related amenities with appropriate signage.

Consistency: All of the 100-year floodplain area that occurs along Deadman Gulch through the Plan Area will be maintained within an open space corridor to be dedicated to the City of Galt for permanent maintenance. The City will be responsible for maintaining all drainage/flood control functions and for ensuring the sustainability of the ecological functions, including water quality basins, enhanced/restored/created wetlands, and the City will also be responsible for maintenance of the publicly accessible bicycle and pedestrian trail that will meander through the open space corridor, outside of the floodplain limits. There will be several other points of public access to allow for passive viewing opportunities, for pedestrian and bicycle crossings of the gulch, and for pedestrian and bicycle access to and from the Liberty Ranch High School site.

Policy COS-1.17: Floodplain Visual Accessibility
The City shall require visual accessibility to floodplains via direct, single frontage roadways, along the length of any particular stream and associated floodplain section being developed (on both sides).

Consistency: Numerous viewing opportunities into the Deadman Gulch floodplain/Open Space Corridor will be provided along Walnut Avenue, which restricts development along the entire length of this corridor, throughout the project. This will include views from both directions along the south side of Walnut Avenue, views from the adjacent Liberty High School site, and views from private lots and minor residential streets on the north side of the Gulch.

Fish and Wildlife Habitat
Policy COS-2.1: Sensitive Species Protection
The City should require minimization of impacts to protect mature trees, vernal pools, and any threatened endangered or other sensitive species when approving new development.

Consistency: Biological surveys conducted on site in 2014 found no vernal pools. All of the farmland and the non-native annual grassland on site is considered to be foraging habitat for a variety of wildlife, included sensitive species such as Swainson’s Hawk, white tail kite, burrowing owl, and other raptors. Marsh communities associated with Deadman Gulch, canals, and ponds could provide nesting habitat for tri-colored blackbirds, which are protected under the federal Migratory Bird Treaty Act. Existing mature trees also provide potential nesting opportunities for a variety of migratory birds that are protected under federal and state laws. The proposed development plan would include grading of the entire farming area, all of Deadman Gulch and associated irrigation features, and removal of existing mature trees. Pursuant to the findings and recommendations of the biological surveys and report prepared to support this project’s EIR, the developer(s) will be required to mitigate for the loss of foraging habitat through preservation of similar foraging habitat elsewhere in this region. Further, pre-construction surveys will be conducted prior to each activity that would remove existing mature trees, to determine whether any trees are occupied by active nests of protected
migratory birds, and if so, to delay construction in that area until the nests are no longer active.

**Policy COS-2.2: Wetland and Riparian Communities Management**
The City shall support the protection, restoration, expansion, and management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitat.

Consistency: The Specific Plan includes an extensive restoration and enhancement of the entire Deadman Gulch drainage corridor, which will increase the amount of wetlands and wildlife habitat compared to the current highly degraded conditions. The design of the Deadman Gulch corridor will also provide the project’s primary flood protection area, with vegetation lined flow areas and several water quality ponds that will also have groundwater recharge benefits. Once this restoration and enhancement is complete, the entire corridor will be dedicated to the City for permanent maintenance.

**Policy COS-2.6: Biological Surveys**
On sites that have the potential to contain critical or sensitive habitats or special species, the City shall require the project applicant to have the site surveyed by a qualified biologist. A report on the findings of this survey shall be submitted to the City as part of the application process.

Consistency: Biological surveys were conducted across the site in 2014 by qualified professional biologists with expertise in botany, zoology, and delineation of jurisdictional water resources. The results of these surveys are contained in reports on file with the City of Galt Planning Department and provide technical references for the environmental impact report prepared for the Specific Plan.

**Policy COS-2.9: Minimize Lighting Impacts**
The City should ensure that lighting associated with new development or facilities (including street lighting, recreational facilities, and parking) shall be designed to prevent artificial lighting from illuminating adjacent natural areas at a level greater than one foot candle above ambient conditions.

Consistency: Section 7.3.2.A of the Specific Plan contains language to restrict artificial lighting intrusion into the restored and created wildlife habitat within the Deadman Gulch Open Space Corridor, while allowing for safety levels of illumination for nighttime walking on the pedestrian trail and the pedestrian bridge.

**Vegetation**

**Policy COS-3.1: Riparian Protection**
The City should require the protection of existing riparian vegetation along stream courses in the city.

Consistency: Jurisdictional delineations were conducted on site in 2014 to identify and quantify existing surface water resources protected under federal and/or state regulations with respect to water quality and/or biological resources, including riparian features. No riparian resources were found; therefore, the Eastview Specific Plan would not impact riparian resources.

**Policy COS-3.2: Mature Tree and Woodland Preservation**
The City shall encourage retention of mature trees and woodlands to the maximum extent possible.

Please refer to the previous discussion under Policy CC-4.2.
Agriculture, Open Space, and Natural Resource Preservation

Policy COS-4.1: Prime Agricultural Land Preservation
The City shall work to preserve prime agricultural lands surrounding the Planning Area from future development by creating a clear and sensitive urban transition to minimize land use conflicts and protect long-term agriculture.

Consistency: Prime agricultural lands are defined by the State of California, Department of Conservation as actively cultivated farmland with the best combination of physical and chemical features to sustain long-term agricultural production. The land has the soil quality, growing season, and moisture supply needed to produce sustained yields. None of the land within the Eastview Specific Plan has been classified by the Department of Conservation as “prime farmland.” The Twin Cities Road right-of-way and a proposed 20-foot wide landscape setback along the Eastview frontage will provide a substantial buffer area between Eastview and farmland to the north of Twin Cities Road. Cherokee Road’s 60-foot right-of-way, together with a proposed 35-foot wide landscaped setback within Eastview will provide a substantial buffer for existing rural residential properties to the east. The Union Pacific Railroad spur line along the south boundary of Eastview will continue to provide a 100-foot wide buffer for farming operations to the south. Farming activities on Liberty Ranch will be phased out as single-family homes are developed, generally retreating from west to east.

Policy COS-4.2: Natural Floodway Protection
Where stream modifications are needed to prevent flooding, the City shall require a natural floodway incorporating as much of the existing vegetation as possible. When feasible, the City should require additional wetlands along drainage features, in retention basins, and parks, and that development and roads are setback from stream courses a sufficient distance to prevent damage to these areas.

Consistency: Deadman Gulch will be modified to expand its drainage capacity to handle runoff from the entire site in various rainstorm events and provide a centralized flood protection area. Additional alterations will be made to restore, enhance, and expand vegetation elements associated with wetlands, water quality basins and wildlife habitat. No streets, private lots, homes, or any buildings or other kinds of improvements would occur within the floodway area of the Deadman Gulch corridor. Adjacent development will be setback and elevated to be outside the limits of the floodway. Trail improvements may meander at the top of drainage channel slopes alongside the corridor.

Policy COS-4.4: Open Space Protection
The City shall, where appropriate, permanently protect as open space, areas of natural resource value, including wetlands preserves, riparian corridors, woodlands, and floodplains.

Consistency: Biological surveys conducted on-site found some cultivated farmland and mostly non-native grasslands throughout the Liberty Ranch, LLC properties, and a variety of ornamental trees and smaller landscape elements in the other parts of the Plan area, that are associated with the high school and scattered rural residential properties. Irrigation ponds and channelized drainages occur mostly along Deadman Gulch, with some additional channels that feed into the Gulch found on both sides. Some stands of mature trees occur along the main drainage canal within the Gulch, and there are also two stands of walnut trees along Cherokee Lane.
Based on the biological resources assessment, the only areas considered to have significant ecological values occur in and along the drainage channels and irrigation ponds within Deadman Gulch. The Specific Plan creates a broad open space corridor that encompasses the entirety of the Gulch floodplain area and buffer areas along both sides; restores, enhances and expands natural vegetation, increases flood control capacity, provides for water quality functions and wildlife habitat, and provides for active and passive recreation, viewing opportunities and community facilities outside of the flood hazard limits. The Deadman Gulch Open Space Corridor (except for private facilities) will be dedicated to the City of Galt as a permanent open space area.

Policy COS-4.5: Development Design and Construction
The City shall require that new development be designed and constructed to preserve significant stands of vegetation and any areas of special ecological significance as open space to the extent feasible.

Consistency: Please refer to discussions under Policies COS-4.2 and 4.4.

Policy COS-4.9: Open Space Preservation
The City shall work to preserve open space that provides both habitat for wildlife and increases the quality of life for people. This can include maintaining areas for trails, bike and pedestrian paths, and open space buffers used as separators between neighborhoods to provide an identity and a sense of place.

Consistency: The Specific Plan includes a significant open space preservation area within the Deadman Gulch Open Space Corridor. This corridor will be the primary flood control element for the master plan residential area, and will include restored and enhanced wildlife habitat associated with wetlands and drainage/water quality control basins. It will also provide extensive public passive and active recreation opportunities, including a pedestrian/bicycle trail and viewing outlooks, along with community center facilities. Buffer areas are provided along both sides of the corridor, to separate adjacent streets and neighborhoods, while creating a strong sense of place as the central open space amenity of the Plan Area.

Air Quality
Galt is located within the Sacramento Valley Air Basin, in which the air quality does not meet some State and Federal health standards, particularly for ozone and small particulates (PM10). While emission control requirements on motor vehicles and industrial operations have substantially reduced air pollution from these sources, increased development and the associated increase in emissions from automobiles threatens to offset these gains. The Sacramento Metropolitan Air Quality Management District (SMAQMD) monitors and regulates air quality in the Planning Area and regulates air pollution emissions of commercial and industrial operations. The Conservation and Open Space Element includes policies addressing ways to improve regional air quality. Those that relevant to or which can practically be addressed by a specific plan are discussed below.

Policy COS-5.2: Walkable Design
The City shall require subdivision and site plan designs to maximize pedestrian and bicycle circulation and promote street designs that strongly encourage biking and walking.

Consistency: All of the major streets in the Specific Plan will include sidewalks that will be separated from the street by a landscaped
parkway. Additional pedestrian trails will be provided throughout the Deadman Gulch Open Space Corridor and along a central pedestrian corridor that will link the entire community and provide connections to the Deadman Gulch corridor and the park sites in the residential neighborhoods. Minor residential streets will have sidewalks at back of curb. As described in Section 4.2 of the Specific Plan, an extensive bicycle route network will be provided along major and minor streets, with linkages through the Deadman Gulch corridor and connections to Liberty High School and the future Elementary School. The bike network will also provide connections to bike routes to the west of the Plan Area that will enable bicycle trips to the McCaffrey middle school and the Galt Community Park.

The proposed subdivisions and circulation network strongly emphasizes pedestrian and bicycle mobility, and the Specific Plan is consistent with and implement Policy COS-5.2.

**Policy COS-5.3: Infill Development Priority**

The City should promote growth within existing urban areas (infill) as a priority over urban expansion and adopt incentives for implementing infill development projects near job centers and transportation nodes within the Planning Area.

Consistency: The Eastview Specific Plan is located in the second priority area for City growth, as set forth in Policy LU-1.1 of the Galt General Plan. The Specific Plan is a private landowner-initiated and funded planning and development effort that is intended to respond to anticipated demand for new ownership housing in the Galt area over the next 10-20 years. This project will not conflict with any City efforts to promote infill development in appropriate areas within the existing City limits.

**Policy COS-6.2: Pedestrian and Bicycle Facilities**

The City shall encourage the use of alternative modes of transportation by encouraging public transit, neighborhood electric vehicles, bicycle, and pedestrian modes in City transportation planning and by requiring new development to provide safe and separate pedestrian circulation and adequate bikeway circulation and facilities.

Consistency: The Specific Plan is consistent with this policy with respect to pedestrian and bicycle circulation, as discussed in the response to Policy COS-5.2. Neighborhood electric vehicles (NEV’s) may utilize the minor residential streets with speed limits of 25 mph, but are not legally allowed on street with higher speed limits such as collectors and arterials. There is presently no ability to connect NEV routes from the Plan Area to any exiting or planned routes in the surrounding area; therefore, a formalized NEV network is not considered feasible for this Specific Plan. Public transit service may be extended to the Plan Area in the future, as the Eastview community is built and there is an increasing concentration of homes and residents that could make one or more regular transit stops feasible.

An extensive bicycle network is proposed throughout the Specific Plan area, including Class I, II and III lanes that will provide many opportunities for residents and visitors to travel by bicycle throughout the community and provides linkages to the Deadman Gulch open space corridor, Liberty Ranch High School, and to bike lanes along Walnut Avenue that continue to the west to connect to a community park and middle school, and ultimately the west side of the City. Pedestrian travel will be facilitated by off-street pathways such as sidewalks along one or both sides of every street, throughout the community, plus a trail that will meander through the Deadman Gulch open space corridor. Please refer to the
previous discussion of consistency with Policies C-6.1, C-6.2, C-6.3 and C-6.6 under the topic of “Non-Motorized Transportation,” for additional details concerning the proposed bicycle and pedestrian networks.

**Policy COS-6.6: Traffic Calming Measures**

The City shall recommend the use of traffic calming measures where appropriate within a subdivision plan (e.g. traffic circles, curb extensions, and median islands).

Consistency: The Specific Plan includes several traffic calming measures. These include five traffic circles at intersections along Walnut Avenue, along with reduced centerline radii on streets around parks, on private drive aisles and entrances to parking areas from roadways, and narrower street sections in selected areas, as approved by the City Public Works Department.

**Policy COS-6.7: Transportation Management Association**

The City should consider and encourage the establishment of Transportation Management Associations (either City operated or through the Transit Provider or another entity) when new specific plans are proposed or if there is a proposed commercial, industrial, or residential development that is large enough to warrant it (over 200 full time employees or 500 homes) and for which it would be feasible.

Consistency: Establishment of some form of a Transportation Management Association to organize ride-sharing efforts is considered to be infeasible for the Eastview Specific Plan, at least in the early years of development when there are fewer homes and residents. First, there will be a small employment base, with only 12.6 acres allocated for future commercial uses on differently owned properties, it is highly unlikely that there will be a single large employer who can implement a TMA for its own employees.

Second, there will be many types of households with a variety of lifestyles and jobs that will affect commuting destinations, shopping trips, recreational and tourist-oriented trips, and times of travel, so it is not reasonable to mandate formation of or participation within a TMA. In the later years, as the community grows and reaches ultimate buildout, there will be a larger concentration of residents who may wish to voluntarily form a TMA or perhaps several smaller ones, organized around similarities in work schedules and destinations, for example.

**Global Warming and Energy Conservation**

The relationship between development patterns and its associated effects on greenhouse gas emissions has important regional implications. The Galt General Plan encourages energy conservation that leads to lowering Galt’s carbon footprint relative to new development. Policies that are relevant to or which can be practically addressed by a specific plan are discussed below.

**Policy COS-7.4: Energy Efficient Development**

In addition to the energy regulations of Title 24, the City shall encourage the energy efficiency of new development. Possible energy efficient design techniques include provisions for solar access, building siting to maximize natural heating and cooling, and landscaping to aid passive cooling and protection from winter winds.

Consistency: In the neighborhood in the southwest part of the Plan Area, approximately 50% of the residential lots are oriented in the most optimal east-west direction, along north/south aligned streets, which will provide for maximum solar access opportunities for future homes with roofs that slope to the south. In the neighborhood immediately to the east, there are no lots oriented
along an east-west axis; however, all of the lots are oriented in a northeast-southwest direction, which provides for effective solar access for future homes. In the neighborhood located in the southeastern area, between Walnut Avenue and the railroad tracks, approximately 5% of the lots are oriented along the optimal east-west axis and approximately 90% are oriented along an effective northeast-southwest axis. In the neighborhood in the northeast part of the Plan Area, approximately 10% of the lots are oriented along the optimal east-west axis, while the rest have a less advantageous north-south orientation, where more innovative roof designs would be required to allow for optimal solar access to rooftop panels. In the neighborhood on the west side of Liberty Ranch Road, north of Deadman Gulch, approximately 40% of the lots have an optimal east-west orientation. The remaining lots have a more challenging north-south orientation that would require more innovation in roof designs to provide optimal solar access for rooftop panels.

A variety of canopy trees are included in the plant palette described in Chapter 7 of the Specific Plan that will provide shade that could reduce cooling loads of home air conditioning systems during the hotter seasons.

**Policy COS-7.6: Sustainable Design**
The City shall promote the implementation of sustainable design strategies for “cool communities” such as reflective roofing, light colored pavement, and urban shade trees.

Consistency: A variety of canopy trees are included in the plant palette described in Chapter 7 of the Specific Plan that will provide shade that could reduce cooling loads of home air conditioning systems during the hotter seasons. Street trees will be planted along all major and minor streets and these will provide shade that can partially reduce street heat levels due to sunlight along the street. Some of the new homes are expected to have light or reflective roofing materials, as appropriate for the particular architectural style of the home. Street pavement materials and coloring are likely to be standard black asphalt, in accordance with the City’s standard specifications for street improvements.

**Policy COS-7.7: Energy Efficient Design Techniques in Specific Plans**
The City should require specific plans to incorporate energy efficient design techniques.

Consistency: All new homes will be designed with “solar-ready” roofs, as required in the California Building Code. As discussed under Policy COS-7.4, many of the single family lots are oriented along an optimal east-west axis to maximize solar access for rooftop solar photovoltaic panels, while many others have an effective northeast-southwest orientation. An intelligent metering system will be installed to allow the utility company to monitor energy usage and make fast adjustments to the delivery of electricity, to improve efficiency of the local electrical grid. The master developer will work with the City of Galt to install highly energy efficient LED street lights along the arterials, collector and primary streets. According to the “Next Generation Streetlights” guide for local government², LEDs consume 50-70% less power than conventional street lights. In addition, LEDs have a longer lifetime (150,000 hours) than conventional light sources (20,000 hours), which reduces maintenance cost. Other benefits include improved lighting,

reduced light trespass, enhanced controllability, and reduced CO2 emissions.

Policy COS-7.15: New Tree Selection and Location
The City shall coordinate with utility providers to offer programs for all new developments to incorporate the planting of trees and other vegetation, to provide shade, buffering, and visual character. Tree selection shall be consistent with the requirements of Policy CC-4.2.

Consistency: A comprehensive landscape palette is described in Chapter 7 of the Specific Plan that will provide an attractive mixture of trees and other vegetation to provide shade, buffering and visual character along the street network, within parks and open spaces, and on private lots.

The City should consider establishing procedures requiring all or a portion of all new residential development to include solar generating power facilities. The City should also consider establishing a funding program (e.g., assessment financing) to further the success of the solar generating power program.

Consistency: All homes will have “solar-ready” roofs, as required by the California Building Code, to ensure that homeowners who choose to purchase or lease rooftop photovoltaic energy systems will have well oriented roof spaces to optimize solar access and thus the efficiency of the panels with respect to Galt’s latitude and longitude. The City will work with Sacramento Municipal Utilities District, homebuilders and homeowners who are interested in pursuing special financial programs that may be available to reduce initial or ongoing operating costs of solar systems for homeowners.

D. Economic Development Element
This Element focuses on strategies to retain and encourage expansion of existing industries and businesses in the community, encourage development of new business and industry, and preserve and enhance the City’s rich historic character.

Consistency: The Eastview Specific Plan is comprised mainly of low-density, single-family residential ownership housing, along with some medium-to-high density attached housing that will provide places to live for existing and future members of the workforce within and outside of Galt. The policies of the Economic Development Element, therefore, do not apply to the Eastview Specific Plan. The Plan provides a 12.6 acre node of commercial-designated land at the northwest corner of the Plan area, at the intersection of Marengo Road and Twin Cities Road, which is intended to provide local retail and commercial services to meet the needs of Eastview residents, as well as residents in nearby neighborhoods to the west of Marengo Road.

E. Historic Resources Element
Galt has a rich historic heritage, with numerous historic buildings, events, and artifacts that reflect its past. Downtown Galt alone has more than 25 historically-significant buildings. The Historic Resources Element provides a framework for a systematic program to foster historic preservation efforts through community education and cooperation with civic and historic preservation groups. Four main topics are addressed, as follows:

- Historic Preservation
- Economic Incentives for Historic Preservation
- Historic Preservation Education and Awareness
- Archaeological Resources
Consistency: The Eastview Specific Plan area is not identified as a historically significant part of the Galt Planning area and it does not contain any historically-significant buildings or site improvements. Recognition and incorporation of the historic agricultural character of Galt and the Plan Area itself are integral aspects of the entire Specific Plan, and are reflected through the landscape and architectural design palettes, and the community identity and gateway features within Chapter 7 – Community Design.

A comprehensive cultural resources survey and report was prepared for the entire Specific Plan area (CARDNO, 2014), including literature searches to identify previously recorded sites and field surveys within the Liberty Ranch, LLC-owned properties. This research determined that all of the Liberty Ranch, LLC properties had been surveyed previously and that no prehistoric or historic resource sites had been recorded within that area. The investigations found that historic-era irrigation systems occur on this site; however, it was determined that those features do not contain the qualities that would be eligible for classification as a historic resource, under federal or state standards. Review of cultural resource records covering the remainder of the Specific Plan area determined that there were no recorded cultural resource sites on any of those properties, but that there is some possibility that one or more of the existing residential structures out there could possibly have historic resource qualities, since some were built more than 50 years ago. It is also possible that some prehistoric resources could be uncovered during future land alteration activities, since that land is considered to be a suitable spot for inhabitation by prehistoric Native Americans that are known to have lived in this area.

The Specific Plan does not propose any alterations to the existing homes or lands outside of the Liberty Ranch, LLC owned properties, but in the future, those land owners may initiate development activities that could involve alterations to existing structures or grading of undisturbed land area. In accordance with the recommendations in the Cultural Resources report and the EIR prepared for the Specific Plan, any future development activities that involve grading of previously undisturbed areas will be subject to archaeological monitoring to evaluate the contents and scientific value of any cultural resources that might be discovered.

F. Housing Element

This Element is governed by a special set of laws that are aimed at meeting the City’s fair share of regional housing needs, preserving and ensuring adequate maintenance of the existing housing stock, particularly ‘affordable’ units, identifying and eliminating constraints to meeting housing needs, assuring fairness and equity in local assistance housing programs, and integration with other community planning requirements.

Consistency: The City of Galt Housing Element was recently updated to establish an updated program for the October 31, 2013 to October 31, 2021 planning cycle. At this time, the Element does not address potential new residential development in the Eastview Specific Plan area. Nonetheless, once the Eastview Specific Plan is annexed to Galt, it will provide a range of ownership and possibly rental housing opportunities for a diversity of households and income levels that will be help achieve the quantified housing objectives set forth in the Housing Element.

Consideration of specific policies that may apply to Eastview are discussed below.
Policy HE-1.2: Preferred Minimum Density

The City shall require development to meet the preferred minimum housing density of 14 units per acre in areas designated High Density Residential unless the applicant can demonstrate all of the following:

i. A lower density will not adversely affect the City’s ability to accommodate its remaining share of the regional housing needs assigned by SACOG for extremely low-, very low-, and low-income households based on the remaining acreage of High Density Residential land at the time of application.

ii. If an adverse impact will occur as described above in 1.2(i), the City will take one of the following steps to ensure the impact is mitigated in order to guarantee no net loss of higher density residential land:
   a. Rezone an equivalent parcel of land elsewhere in the City, or
   b. Require the developer to purchase another similarly sized site suitable for rezoning to at least 14 units per acre, or
   c. Have the developer construct affordable units on the subject site or another site in a number equivalent to the loss of potential units that would have been allowed on the subject site if it were built out to the preferred minimum density (14 units per acre)

iii. That a lower density is necessary due to constraints such as site characteristics or the availability of public facilities, services, or utilities to the site that affect the feasibility of development at a minimum density of 14 units per acre and that cannot be mitigated by the applicant. The burden of proof shall be on the applicant to document the constraint(s) and the applicant’s inability to mitigate the constraint(s).

Consistency: The proposed specific plan allocates 10.4 acres for development of high density housing units at a density range of 14-24 units/acre, with a target of 24 units/acre. This would be located entirely within the Liberty Ranch, LLC-owned property on the south side of Walnut Avenue, between Marengo Road and the proposed elementary school site in Planning Area 18. A variety of attached housing types could be developed in that area, including apartments, townhomes, condominiums, and possibly small lot detached homes as well. The Specific Plan provisions for high density residential housing, therefore, are consistent with the preferred minimum density provisions set forth in Housing Element Policy HE-1.2.

Policy HE-4.2: Energy Conservation in New Homes

The City shall require that all new housing units meet current State requirements for energy efficiency, and encourage developers to exceed Title 24 requirements.

Consistency: The proposed Specific Plan does not establish specific performance standards for building energy efficiency, since design and construction of new homes will be governed by the provisions of the City’s Building Code, which adopts and enforces the California Title 24 standards. Individual builders may elect to exceed the code-mandated building energy efficiency standards, based on their assessment of consumer demand and how they prefer to position their homes in the marketplace. Please also refer to the discussion of consistency with Conservation and Open Space Policy COS-7.4: Energy Efficient Development.

G. Land Use Element

The Land Use Element (LUE) is considered a primary one, because it establishes the types, intensities and spatial allocation of land uses throughout the entire City planning area, to organize the City’s physical development in a manner that will achieve or support all of
the City’s goals and visions for its social, environmental and economic character. The LUE is comprised of two basic parts. The first part is the Land Use and Circulation Diagram, which illustrates the distribution of land uses and the transportation network throughout the planning area. The second part is the Land Use Designations and Standards that establishes the types and intensities of land uses allowed and preferred within the various land use categories shown on the Land Use and Circulation Diagram.

Eastview is located in the northeastern part of the Galt Planning Area, and is identified as part of the City’s next phase of growth, consisting of lands adjacent to the City’s existing municipal boundaries and close to urban infrastructure, that can be readily annexed and integrated efficiently into the City’s municipal services programs. Several land use policies were established in the 2009 General Plan Update for the northeast Galt area, including the Eastview Site, and these are discussed below.

**Policy LU-1.1: Phased Development**

The City shall establish three prioritized development phases, as shown in Figure LU-2, to guide future growth of the city within the Planning Area as follows:

b. Phase II: Includes areas outside of the existing 2007 city limits but close to available public services and infrastructure. This includes land in the “north” (the area generally along Simmerhorn and Boessow Roads between Highway 99 and Marengo Road), the eastern part of the Planning Area, the area north of Twin Cities Road between the Union Pacific mainline and State Route 99, and the proposed expansion of the existing industrial park between Live Oak Avenue and Spring Street. The main purpose of this policy is to limit public facilities provision outside of these areas in order to encourage a compact urban form, limit the cost of providing public facilities, and provide for urban land uses to meet the needs of the projected 2030 population. Developers of land within Phase II will be required to obtain approval of a Specific Plan prior to annexation in accordance with the following procedures:

1) Property owners/applicants in Phase II that are interested in annexation and development shall first submit a “Specific Plan Proposal” to the Community Development Department, with appropriate fees. The Specific Plan Proposal shall consist of:

- Executive Summary of the Proposal describing the main components of the plan, the guiding principles for design and development, and a summary of the market study and fiscal analysis findings noted below;
- Logical boundaries that ensure orderly, efficient and cost effective extension and maintenance of necessary infrastructure;
- Proposed Land Use and Circulation Diagram for all of the property to be included;
- Demonstrated incorporation of innovative and “smart growth principles” such as jobs/housing balance, alternative and non-polluting modes of travel, emissions reductions, habitat and open space preservation, energy conservation measures, sustainability principles, and an adequate mix of economic and residential opportunities;
- Proposed Circulation Plan for the primary arterial and collector streets and demonstrated pedestrian/bicycle circulation;
- Study showing the market feasibility of development in the area, including expected absorption rate, and...
General Plan Consistency Analysis

- Description of proposed financing mechanisms for provision of needed public facilities and services.

2) Planning staff will review the Proposal and work with the property owner(s)/Applicant to address any outstanding issues. Once the Proposal is accepted, the City will initiate preparation of a Specific Plan, to be paid for by the applicant(s). Issues to be evaluated in a Specific Plan application shall include, but not be limited to, all statutory requirements as well as the following:

- Availability of land for development within the Planning Area;
- Demonstrated feasibility of development in the proposed area based on the market study;
- Implications for overall community form and relationship to the existing community and Downtown Galt;
- Consistency with the General Plan or substantial justification for amendments thereto;
- Incorporation of innovative and “smart growth principles” such as jobs/housing balance, alternative and non-polluting modes of travel, emissions reductions, habitat and open space preservation, energy conservation measures, sustainability principles, and an adequate mix of economic and residential opportunities;
- Availability of, compatibility with, and effect on existing City infrastructure, including water, sewer, storm drain, and wastewater treatment plant capacity;
- Availability of, and effect on public services, including parks and open space, police, and fire (including LAFCO Municipal Services Review);
- Sufficient and reasonable financing mechanisms to provide for needed public facilities and services;
- Improved circulation patterns and provision of attractive, street infrastructure for all modes of travel including bicycles, pedestrians, wheelchairs, electric vehicles, and transit; and

- Sufficient detail to facilitate complete environmental review and analysis of General Plan consistency.

Consistency: First, the location of Eastview is consistent with the fundamental intent of this policy to annex lands that are close to available public services and infrastructure, and within the City’s existing Sphere of Influence. The Plan Area is immediately east of the existing Galt City limits along Marengo Road, and all necessary urban infrastructure, i.e. streets, water, sewer, storm drains, water treatment facilities, energy and communications facilities are located immediately to the west, within already developed residential neighborhoods. As such, the Plan Area is a logical expansion of the City of Galt and the City’s municipal services can be readily be extended to Eastview. Second, a complete Specific Plan application, addressing all of the specifications set forth in this policy, has been submitted to the City of Galt for review and approval. Third, the Specific Plan responds to all of the planning issues noted in item 2), as follows:

a) Availability of Land for Development in the Planning Area

Approximately 1,200 new single-family homes and 250 multi-family units are proposed within the master plan residential area owned by Liberty Ranch, LLC, which are the subject of this entitlement for a portion of the Eastview SP and to be built in the near term. Homes will be of various sizes and styles to appeal to a range of household sizes, lifestyles and incomes, including both for-sale and rental housing. The single-family homes to be built within Eastview in the near term would be more than sufficient to achieve the Housing Element objective of building 450 new homes affordable to households of moderate to above-moderate income levels between now and 2021. Additionally, the Eastview Specific Plan allocates 24
acres for development of High Density Residential uses that could achieve densities between 14-24 units/acre.

b) Development Feasibility/Market Demand

A market study has been prepared to provide a forecast of housing demand for the Galt area over the next 10-20 years and it demonstrates that the Eastview project can absorb a significant portion of that forecast demand.

c) Community Form/Relationship to Existing Galt

The Galt General Plan emphasizes the importance of maintaining the small-town “feeling and quality of life,” through preservation of existing neighborhoods and development of new neighborhoods that incorporate the best qualities of existing neighborhoods, while incorporating principles of smart growth and sustainable development.” (Galt General Plan, p.12). Eastview is designed to maintain the Galt community character through neighborhoods of varying densities, a mixture of lot sizes and architectural styles, and a robust community landscaping palette to establish street tree canopies to offer shade, form and distinction. Neighborhoods within Eastview will be linked to parks via pedestrian and bicycle routes, and the pedestrian/bicycle trail within Deadman Gulch Open Space Corridor will provide a linkage to the continuation of the Gulch and through neighborhoods to the Galt Community Park to the west of Marengo Road. The Deadman Gulch Open Space Corridor will be the dominant community design element that will provide a mixture of open space, recreation, viewing opportunities, habitat, water quality and wetlands restoration values, along with pedestrian and bicycle linkages to Liberty Ranch High School and linkages between the project’s new neighborhoods on the northern and southern sides of the Gulch.

d) General Plan Consistency

The Eastview Specific Plan is consistent with the land use and circulation policies identified in the Galt General Plan, in terms of the range and intensities of land uses and the configuration of the street network. Some minor changes are proposed to redistribute or eliminate some of the land use categories, in order to increase the amount of low density single-family neighborhoods while decreasing the amount of land allocated for medium-high density residential development and commercial development. Some minor modifications to the circulation network are proposed to more efficiently distribute traffic through the Eastview Plan Area and to reduce the size of certain streets in accordance with lower projected traffic volumes.

e) Innovative and Smart Growth Principles

Innovative features of the Specific Plan include:

- A “modified” grid pattern of streets that allows for excellent vehicular and pedestrian connectivity as well as for efficient dispersal of vehicular traffic, alleviating the need for wider streets and avoiding the potential to overwhelm residential neighborhoods. Narrower streets are also an effective traffic calming measure that will slow vehicle speeds compared to wider streets.
- Walnut Avenue, the central east-west arterial that traverses the entire plan area to connect to Marengo Avenue on the west and Cherokee Lane on the east, contains five roundabouts. These will provide a dramatic visual statement and function as a traffic calming measure to slow and moderate vehicle speeds, allow for a continuous landscaped median while eliminating a need for left-turn
pockets at intersections, reduce pavement, and locate pedestrian cross walks further back from the intersection than in a typical configuration. The internal street network is configured to direct vehicular traffic to Walnut Avenue as a way of reducing east-west traffic on neighborhood streets.

- Highly energy efficient, long-lasting LED street lights will be installed along the arterials, collectors, and primary streets within the Plan Area.
- Deadman Gulch, a highly degraded drainage course flowing through the center of the Plan Area, will be restored, enhanced and expanded to provide multiple open space and conservation values and to provide the community’s most prominent visual feature that will connect the northern and southern sides of the community. Key features of the DMG Open Space Corridor will include enhanced flood protection capacity, a series of water quality basins, restored wetlands and habitat areas, a central pedestrian/bicycle trail that will connect to the continuation of the Gulch to the west, view overlooks, a family center, a ranch center, a pedestrian connection to Liberty Ranch High School, ornamental groves, and vehicular connections across the Gulch to link both sides of the Eastview community. DMG will provide 43 acres of open space values that will benefit not only the Eastview community, but residents from nearby neighborhoods and the community at large.
- A Central Pedestrian Corridor (see Exhibit 4-15) will be designed as a “Green Street” where residents can safely stroll along roadways characterized by separated sidewalks and planters wide enough to accommodate larger trees providing a clear safety zone for pedestrians. This corridor will also connect the three parks within the Liberty Ranch master plan residential development area.
- Architectural design guidelines are provided to establish variety and distinctiveness of character, within neighborhoods and throughout the community. Monotonous repetition of building types and styles will not be permitted and range of lot sizes and orientations are proposed to ensure that there are many types of housing opportunities and building character to meet the needs of an increasingly diverse population that desires home ownership in this part of Sacramento County.
- Within the MDR and HDR areas, alleys may be utilized to provide rear access to residential units. This enables architecture to be placed more continuously along the street to create a more appealing landscape scene that avoids interruption with individual driveways.

The Eastview Specific Plan will implement Smart Growth principles in the following ways:

- The Plan provides a compact land use pattern that optimizes the use of land resources, and is located adjacent to the existing City limits, enabling ready extension of municipal services and infrastructure and providing for a logical and efficient expansion of the City of Galt, as envisioned in the 2009 General Plan.
- Existing water wells within the Liberty Ranch area are expected to produce sufficient amounts of water to meet the demands of the project; however, the master developer of Liberty Ranch, LLC will install a new water supply well, if needed, to meet the project’s water demands. This project’s water wells will reduce pressures on the City’s
water supply resources and provide additional water supplies to supplement the City’s existing wells during times of drought.

- All new homes will be built with solar ready roofs to provide optimal space for placement of rooftop solar photovoltaic panels.
- All new homes will be built in accordance with the latest energy efficiency standards established in the California Building Code.
- All landscaping and irrigation systems will be designed and built in accordance with the City’s latest water efficiency in landscaping standards.
- Every street will have a pedestrian trail, in the form of a paved sidewalk that will provide for walkability throughout the entire community. In addition, on-street bike lanes will be provided along the arterials, collectors and primary streets, and sufficient street area will be provided to accommodate bikes within the street on minor residential streets. Bicycle mobility will thus be available throughout the entire Plan area.

f) Extension of and Impact on City Infrastructure

The master developer of the Liberty Ranch, LLC properties, which comprise the 335-acre master plan residential development area where the near-term growth and a majority of the Plan area new development will occur, will be responsible for installation of all backbone infrastructure elements, including streets, and wet and dry utilities as needed by the respective phase of development. Thereafter, the streets, water, sewer and storm drainage improvements will be dedicated to and maintained by the City, in accordance with their existing programs. Minor extensions of existing water, sewer, natural gas and electrical service pipelines will be required to connect Eastview to the existing infrastructure systems. Based on the analysis in the Eastview Specific Plan EIR, no major upgrades to existing infrastructure or construction of new mainline off-site infrastructure would be required to support the new development contemplated in the Plan.

   g) Extension of and Impact on Public Services

In addition to the Environmental Impact Report (EIR) prepared for the Eastview project, a Plan for Services (PFS) was prepared for submittal and review by the Sacramento County LAFCo as part of the annexation process. This document summarizes information from the Specific Plan and other documents to describe how public services will be extended to serve the Eastview Plan Area, and the potential demand for additional services and/or staffing.

   h) Financing of Public Facilities and Maintenance

A comprehensive Public Facilities Financing Plan (PFFP) was prepared as part of the Specific Plan application, to identify a variety of funding mechanisms to ensure that the development of the Eastview Specific Plan “pays its way” for all public facilities that are to be maintained by the City of Galt and any other public entity. The PFFP also ensures an equitable distribution of funding obligations among the various beneficiaries of the public facilities that are constructed to serve the Plan Area, and sound fiscal oversight by appropriate administrative entities to be established or by existing administrative entities within the Galt municipal government.

   i) Circulation and Complete Streets
As noted earlier, every street will have a pedestrian trail, in the form of a paved sidewalk that will provide for walkability throughout the entire community. In addition, on-street bike lanes will be provided along the arterials, collectors and primary streets, and sufficient street area will be provided to accommodate bikes within the street on minor residential streets. Bicycle mobility will thus be available throughout the entire Plan area. Many areas will also have paseos, to provide cross-block connections to allow convenient “cut-thru” travel by pedestrians and bicyclists. Neighborhood electric vehicles can be accommodated along the minor residential streets, where travel speeds are lowest and posted speed limits are 25 mph or less. Wheelchair-friendly sidewalks and cross walks will be provided throughout the entire community, in accordance with the Americans with Disabilities Act.

j) Facilitate Environmental Impact Assessment

In addition the Specific Plan itself, the Applicant and master developer has provided the City with a number of environmental studies to facilitate preparation of the environmental impact report by the City’s planning consultant. These studies include a delineation of jurisdictional water resources, biology survey and report, tree inventory and arborists report, hydrology study, water supply assessment, master infrastructure plans, fiscal impact assessment, public facilities financing plan, geotechnical report, and a hazardous materials assessment.

Policy LU-1.3: Annexation Areas

When considering annexations and specific plans, the City shall ensure that the boundaries of proposed annexation areas are reasonable and logical and that “islands or peninsulas” of land are not created.

Consistency: The Specific Plan area is identified within the City’s next phase of growth (Phase II) on Figure LU-2 of the Galt General Plan 2030. As such, it is part of the City’s long range vision for community expansion and development, and is considered to be a logical extension of the municipal boundaries and municipal services provided by the City of Galt. The Plan area encompasses full properties and a geometrically regular and contiguous shape formed by Twin Cities Road on the north, Cherokee Lane on the east, the U.P.R.R. lines on the south and Marengo Road on the west. A triangular-shaped segment of land extends on the south side of the U.P.R.R. lines because it is part of the property immediately north of the lines and could not be legally separated or excluded from the rest of that property. Development of that area is not contemplated in the near future and it is considered unlikely until a property-owner initiated plan is submitted to describe the manner in which development would occur. The proposed annexation area would essentially fill in the northeastern corner of the City’s Sphere of Influence, and complete the City’s land base in that area, as anticipated in the General Plan. A small, rectangular area consisting of two parcels on the east side of Marengo Road, just south of Walnut Avenue, is excluded from the Specific Plan/Annexation area, since those property owners did not wish to participate in the proposed annexation effort.

Policy LU-1.10: South Sacramento County Habitat Conservation Plan

The City shall coordinate habitat preservation efforts with Sacramento County to maintain critical species habitat preservation zoning on open space north of the Planning Area and within the proposed South Sacramento County Habitat Conservation Plan. The City shall continue to mitigate impacts on special habitats and endangered species in consultation.
Consistency: The Specific Plan area is located within the Galt Urban Development Area as depicted on Exhibit 6 - South Sacramento HCP Plan in the preliminary South Sacramento Habitat Conservation Plan (SSHCP) that was released for public review in November 2013. As such, it is not identified as critical habitat for any of the species that would be protected under this plan and implementation of the Specific Plan would not conflict with the SSHCP. A comprehensive biological resources survey and report was completed for this project, as a reference for the EIR (CARDNO, 2014). Habitat for several sensitive wildlife species has been identified on site, including elderberry longhorn beetle, vernal pool crustaceans, Rickseckers water scavenger beetle, rare plant populations, western pond turtles, Swainson’s hawk, white tail kite, burrowing owl and other raptors. Since the proposed or potential development area addressed by the Specific Plan encompasses virtually all of the land, there is a potential to adversely impact one or more of these species, if they should occur. The project will implement the mitigation measures identified in the biological report and EIR to mitigate those impacts, in accordance with the standards and protocols established by Federal and State resource agencies.

**Policy LU-1.12: Fair Share Capital Costs on New Development**

The City shall require new development to pay its fair share of capital costs for necessary infrastructure improvements.

Consistency: A traffic impact study has been prepared by the City’s traffic consultant to evaluate the impacts of vehicular traffic generated by the phased development of the Liberty Ranch, LLC development area and the long-term buildout of the entire Eastview Specific Plan area. That study identifies a number of intersections where the traffic from this project would have a significant contributing impact and identifies capacity-enhancing and/or operational improvements needed to maintain the desired level of service at the affected intersection. The master developer of Liberty Ranch, LLC will construct all necessary in-project street improvements, phased with each increment of development, and will participate on a fair share basis for the costs of the various off-site streets and intersection improvements identified in the traffic study.

Off-site water and sewer connections will be required to connect to existing facilities within the Elliott Homes subdivision, currently under construction to the southwest. The master developer of Liberty Ranch, LLC properties will install these facilities, but will receive credits for non-participating properties that develop later and benefit from these infrastructure improvements.

As discussed later, under the topic of Public Facilities and Services Funding, the Specific Plan includes a Public Facilities and Services Financing Plan that will apportion fair share costs for infrastructure and community facilities that benefit properties throughout the specific plan area. This will be accomplished through a variety of developer initiated and private equity financing, along with public funding sources, such as fees, taxes, community facilities districts, revenue bonds and certificates of participation.

**Policy LU-2.1: Design for Safety**

The City shall require good design as a means to promote public safety.
Consistency: The Specific Plan includes a variety of design features to promote public safety and crime prevention, as described in the discussion of consistency with Policy PFS-6.4.

Policy LU-2.2: Innovative Design for Planned Unit Development and Specific Plans.

The City shall require planned unit developments and specific plans to contain innovative planning approaches which maximize the efficient use of parcels and public infrastructure. The City shall encourage integrating mixed use development into planned units developments and specific plans. Plans shall incorporate best available practices for energy conservation, housing choice, multi-modal travel, transit-oriented development, and sustainable environmental features for storm water quality, renewable energy opportunities, and landscaping practices.

Consistency: Please refer to the earlier discussion of the project’s features that would implement Innovative and Smart Growth principles, under subsection e., in the assessment of consistency with Policy LU-1.1.

Policy LU-2.3: Smart Growth Principles and Sustainable Land Use Practices

Smart growth principles and sustainable land use practices (Low Impact Development) shall be incorporated into development project proposals, to the extent possible, including, but no limited to, mixed use developments, energy and environmental conservation, use of renewable energy sources, building orientation to maximize solar and wind power opportunities, minimizing permeable surfaces to reduce/treat stormwater, and maximizing walking and biking connections within neighborhoods and to outside activity areas. Projects that impede or obstruct pedestrian or bicycle access in the community shall be prohibited. The City should also encourage coordination with the Sacramento Area Council of Governments and the Blueprint principles on new planned unit developments and specific plans.

Consistency: Please refer to the earlier discussion of the project’s features that would implement Innovative and Smart Growth principles, under subsection e., in the assessment of consistency with Policy LU-1.1.

Policy LU 2.4: Site Design

The City shall require the use of durable and aesthetically pleasing building materials and encourage pedestrian-oriented design with attractive open space to enhance living and working areas.

Consistency: Please refer to the discussion of the proposed design elements in the assessment of consistency with policies of the Community Character Element of the General Plan, including Policies CC-1.4: New Neighborhood Design, CC-1.6: Open Space Features and also refer to the discussion of walkable design features, in the assessment of consistency with Conservation and Open Space Policy 5.2, Walkable Design.

H. Noise Element

An attractive feature of Galt’s small-town character and quality of life is its relative quiet atmosphere, although there are a number of noise sources, including road traffic, railroad operations, air traffic and industrial activities. Exposure to excessive noise has been cited as a health problem, not so much in terms of actual physiological damage, but in terms of general well-being and contributing to undue stress and annoyance. The Noise Element of the General
Plan identifies the major noise sources affecting the city, defines the City’s standards for interior and exterior noise exposure, and sets forth goals, policies and implementation measures intended to prevent noise/land use incompatibilities, and to protect residents and other sensitive land uses from exposure to excessive noise sources. Specific policies applicable to the Eastview Specific Plan are listed below.

**Policy N-1.8: Development near Major Roadways and Thoroughfares**

The City shall require noise mitigation for new sensitive receptors near major roadways and thoroughfares by requiring noise buffering and/or special construction techniques (e.g. increased insulation, special windows, etc.) in new construction.

**Policy N-1.9: Sound Attenuation Features**

The City should require sound attenuation features such as walls, berming, and distance separation between commercial, industrial, and residential uses to reduce noise and vibration impacts.

**Policy N-1.10: Noise Mitigation**

The City shall require noise mitigation in new development along major streets, highways, and railroad tracks.

Consistency: The Eastview Site is not considered to be in a noise-impacted location, as there are no major noise sources in that area. Noise concerns do include roadway traffic along Marengo Road, Twin Cities Road and Cherokee Road, as these are major thoroughfares that carry significant traffic volumes today, and which will carry increasing levels of traffic in the future, including additional traffic that would be generated by future development within the Eastview Specific Plan. The Union Pacific Railroad line that borders the southern edge of the Plan Area carries sporadic train traffic, but represents a noise source of concern for the residential lots proposed in that area.

The environmental impact report prepared for this project includes an analysis of noise impacts on and off-site, focusing on roadway and rail traffic noise sources. Where estimated noise levels would exceed the City’s limits for exterior exposure, mitigation measures will be incorporated into the Plan to reduce noise to acceptable levels within outdoor living spaces and within interior habitable spaces. Examples of mitigation measures include walls to act as noise barriers, buffer zones to separate homes from the noise source, and building construction with appropriate levels of wall insulation, enhanced windows that reduce sound transmission, and mechanical ventilation systems to provide comfort when windows are closed during hot weather.

I. Public Facilities and Services Element

This Element focuses on water production, treatment, and distribution; sewage collection and treatment; flood protection; parks and recreational open space; storm drainage; solid waste collection and disposal; fire protection and emergency medical service; law enforcement; schools; and other utilities such as gas, electricity, and communications. The Element provides guidance for the logical and efficient extension of these services as new development occurs. Goals and policies are organized in accordance with the following key concerns:

Public Facilities and Services Funding. The goal here is to ensure the timely development of City public facilities and services, the maintenance of specified service levels for City public facilities, and that adopted facility and service standards are achieved and maintained through the use of equitable funding methods. Specific
General Plan Consistency Analysis

Policies that are applicable to the Eastview Specific Plan are listed below.

**PFS-1.2: Availability of Facilities and Services**

The City should direct urban development to avoid scattered major new construction activities to minimize the cost of providing new public facilities and services. The City shall not approve new development where existing facilities are inadequate unless the following conditions are met:

- a. The applicant can demonstrate that all necessary public facilities will be installed or adequately financed (through fees or other means) in a timely fashion; and
- b. The facility improvements are consistent with applicable master or facility plans adopted by the City.

**Policy PFS-1.4: Financing from New Development**

The City shall require development proposals to include plans for development and financing of public facilities and services.

**Policy PFS-1.9: Fair Share Costs on New Developments**

The City shall require that new development pay its fair share of the cost of providing new public services and/or the costs of expanding/upgrading existing facilities and services impacted by new development.

**Policy PFS-1.11: Fiscal Impact Analysis for Specific Plans and Significant General Plan Amendments**

The City shall require preparation of a fiscal impact analysis for all specific plans or significant general plan land use amendments. The analysis will examine the fiscal impacts on the City that result from large-scale development. The fiscal analysis shall project a positive fiscal impact from new development or include mechanism to fund projected fiscal deficits.

Consistency: Section 8.4 of the Specific Plan identifies a variety of funding mechanisms to ensure timely extension and construction of water, sewer, storm drainage, electricity, natural gas, parks and other recreational open spaces, and communications infrastructure that are needed to serve the existing and future land uses throughout Eastview. This includes developer and private equity financing, along with a host of public funding sources, such as fees, taxes, community facilities districts, revenue bonds and certificates of participation. In each case, the public facilities will be designed to meet or exceed the City’s specifications and the full cost of design, construction and long-term maintenance will be amortized to apportion fair share costs to the benefitting properties within the Specific Plan area, through the appropriate funding mechanism. A Public Facilities Financing Plan has been prepared to identify specific financing strategies and mechanisms to construct and maintain facilities, landscaping, lighting, drainage and water quality control systems, recreation areas, etc., that would be operated by the City and/or other public entities to serve the Eastview community.

A Fiscal Impact Analysis (FIA) was also prepared for this Specific Plan to account for one-time and recurring costs and revenues associated with the provision of municipal services and facilities to serve the Eastview community. The FIA demonstrates that the revenues produced by the project will be more than sufficient to cover all of the public services costs.

**Water Supply, Treatment, and Delivery.** Galt relies on groundwater for its municipal water supply, as do most of the surrounding agricultural operations. The goals and policies established for this Element are intended to ensure a safe and adequate water supply for existing and future development and to promote water conservation and reuse. Policies that are applicable to review of this Specific Plan are discussed below.

**Policy PFS-2.3: Surface Water Protection**
The City shall protect surface water resources, including rivers, creeks, streams, sloughs, and marshes, from development impacts.

Consistency: Runoff from the developed areas within the Liberty Ranch, LLC-owned lands will be conveyed into specially designed ponds within the Deadman Gulch open space corridor, where pollutants from urban runoff will settle out and be filtered by vegetation. The site runoff will not be managed for any potable water use purposes; thus there are no concerns regarding contamination of a potable water source associated with drainage flows through Deadman Gulch.

**Policy PFS-2.5: Water Services**
The City shall not extend water service to areas outside the city limits prior to annexation unless the City amends the Utility Services Area with LAFCO.

Consistency: The proposed water supply and distribution system to serve the Eastview Specific Plan area is to connect to the City of Galt water system, after the land has been annexed to the City. There is no proposal in the Specific Plan to obtain any water supplies from the City prior to annexation.

**Policy PFS-2.7: Water Capacity and Infrastructure for New Developments**
The City shall ensure that water supply capacity and infrastructure are in place prior to granting building permits for new development.

Consistency: A Water Supply Assessment was prepared to evaluate the water demands throughout the Specific Plan and to examine whether that demand can be met through the City’s existing and future water supplies, as set forth in the City of Galt Urban Water Management Plan. The WSA determined that there are now and will be sufficient water supplies to meet the needs of the Eastview Specific Plan, and the rest of the City’s water service area, with the City’s existing water supply entitlements. An additional groundwater well may be installed by the Eastview master developer if it becomes apparent that one or more of the existing wells on site can no longer reliably produce the amount of water it was historically capable of. All water service infrastructure required to deliver water throughout the Plan area, and to provide the required pressures to meet the City’s fire flow standards, will be installed by the master developer, in conjunction with each phase of development. Adequate water infrastructure must be in place, prior to issuance of any building permits, in accordance with the City’s standard building procedures.

**Policy PFS-2.9: Water Conservation**
The City shall, to the extent practicable, promote water conservation and reduced water demand by:

a. Requiring water-conserving building design and equipment in new construction;

b. Encouraging water-conserving landscaping and other conservation measures; and

c. Encouraging retrofitting of existing development with water conserving devices.

Consistency: All new development in the Specific Plan area must be designed and built to comply with the most current building codes and water conservation and landscaping regulations enforced by the City of Galt. This will ensure that all new homes are designed to incorporate water efficient interior plumbing fixtures and that all new landscape areas consist of a drought-tolerant plant palette and highly efficient irrigation systems that reduce the amount of water used.
required to maintain the landscape areas. The proposed landscape palette includes many California native species that are adapted to the local climate, along with other drought-tolerant species, and thus would not require substantial irrigation to sustain growth and maintain healthy plant life.

*Policy PFS-2.13: Reclaimed Water*

The City should encourage the use of reclaimed water, including the installation of secondary plumbing systems (aka “purple pipe”) in all new Specific Plans for landscape irrigation.

Consistency: There is currently no reclaimed water production and distribution system available to provide reclaimed water for irrigation purposes within the Eastview Specific Plan or in existing neighborhoods to the west. Construction of a project-specific wastewater “package plant” within Eastview for this purpose would conflict with Policy PFS-3.4, (see below). A secondary water infrastructure for a reclaimed irrigation water system, therefore, is not included in the Specific Plan.

Wastewater Collection, Treatment, Disposal, and Reuse.

*Policy PFS-3.4: Sewage Treatment*

The City shall oppose urban development within the Sphere of Influence which is not sewered and shall oppose the use of “package treatment plants.” Urban development should be considered as less than 2 acre parcels on the west side of the Planning Area and less than 5 acre parcels on the north and east side of the Planning Area.

Consistency: A backbone sanitary sewer system will be installed by the master developer of the Liberty Ranch, LLC owned portion of the Plan area, to provide sewer collection for that master plan residential development area. This system will convey wastewater collected from the Plan area to the City’s existing wastewater treatment plant (WWTP). If “non-participating” properties located in the remainder of the Plan area should propose new development in the future, on parcels of less than 5 acres, they will be required to provide sanitary sewers in conjunction with that new development, which would convey those wastewater flows to the City’s WWTP.

*Policy PFS-3.8: Sewer Services*

The City should not extend sewer service to areas outside the city limits prior to annexation unless the City amends the Utility Services Area with LAFCO.

Consistency: New development on the Liberty Ranch, LLC-owned portion of the Plan area, where a majority of the new homes would occur, would not begin until sometime after the City has annexed that land. The City would not allow for connections into its sanitary sewer system until the annexation has legally taken effect and the master developer has constructed all necessary sewer infrastructure within the Plan area and off-site extensions to the City’s existing sewer network.

Stormwater Drainage. The main goal established regarding stormwater drainage is to collect and dispose of stormwater in a manner that protects the city’s residents and property from the hazards of flooding, manages stormwater in a manner that is safe and environmentally sensitive, and enhances the environment. Policies that are applicable to review of this Specific Plan are discussed below.

*Policy PFS-4.4: Project Design*

The City should encourage project designs that minimize drainage concentrations and impervious surfaces.
Consistency: Runoff from the developed lots and streets will be conveyed through underground storm drains to strategically placed points of concentration that will outflow into water quality basins within Deadman Gulch. These points are designed to handle runoff during design-year rainstorms in the most efficient manner. In consultation with the City’s Public Works Department, several street sections have been narrowed somewhat in light of forecast traffic volumes, reducing the total amount of impervious surfaces contained in street pavement.

Policy PFS-4.6: Erosion Control Plan
The City shall require new development projects to prepare an erosion control plan.

Consistency: Each phase of development that requires a grading permit will include an erosion control plan as part of the grading plan check and permitting process. The City will not issue a grading permit unless a sufficient erosion control plan has been provided.

Policy PFS-4.7: Mitigating Stormwater Runoff
The City shall require projects that have significant impacts on the quantity and quality of surface water runoff to incorporate mitigation measures for impacts related to urban runoff.

Consistency: A series of water quality basins are proposed within the Deadman Gulch Open Space Corridor drainage system, where runoff from the developed areas will be discharged for filtration, prior to release into low flow streams within the center of the Gulch. These basins will be vegetated with plant species that will absorb a variety of urban pollutants in the runoff and reduce pollutant concentrations to acceptable levels, in conformance with the Regional Water Quality Control Board standards and regulations.

Policy PFS-4.8: Joint Use of Detention Facilities
The City shall encourage stormwater detention facilities to be designed for multiple purposes, including recreational (e.g. parks, ball fields, etc.) stormwater quality improvement, and/or waterfowl habitat.

Policy PFS-4.9: Detention Requirements
The City should require detention storage with measured release to ensure that the capacity of downstream creeks and sloughs will not be exceeded. To ensure downstream capacity is not exceeded, the following measures will be applied:

a. Outflow to creeks and sloughs should be designed and constructed to avoid exceeding downstream channel capacities; and
b. Storage facilities should be designed and constructed to prevent problems caused by timing of storage outflows.

Consistency: The Deadman Gulch Open Space Corridor will function as the primary flood control and drainage control mechanism for the entire Eastview community. It will include a series of water quality basins to receive, detain and filter runoff from the developed areas, prior to controlled release into streamcourses that will eventually outlet at Marengo Road. The Gulch drainage system is designed to detain and gradually release runoff in a controlled manner, so that the capacity of the downstream continuation of the Gulch is not exceeded. Deadman Gulch will provide multiple values, including flood control, drainage and water quality control, passive and active recreation and open space, restored wetlands, wildlife habitat, and two private community facilities.
Law Enforcement. The General Plan goal for law enforcement is to deter crime and meet the growing need for police services associated with increasing population and commercial/employment development in the City. Related policies that are applicable to review of this Specific Plan are discussed below.

**PFS-6.3: Maintaining Service Standards**
The City shall strive to achieve and maintain staffing levels consistent with the adopted recommendations of the 2007 Matrix Report and provide necessary equipment and vehicles to ensure maximum efficiency within the City’s overall budgetary constraints.

**Policy PFS-6.5: Police Facility Funding**
The City shall require new development to develop or fund police facilities, equipment, and personnel that, at a minimum, financially support standards identified in Policy PFS-6.3.

Consistency: Full buildout of the Eastview Specific Plan could generate a need to add 5 officers to maintain the City’s service standard of one officer per 1,000 residents. Recurring tax revenues from landowners and residents within Eastview will be generated through property taxes and local sales taxes that would flow into the City of Galt General Fund, from which the City Council can allocate funding toward expanding police department services. In addition, as individual development projects are submitted for issuance of building permits, they will be subject to payment of development impact fees that are allocated toward law enforcements services, among other purposes. The fiscal impact analysis prepared for this Specific Plan determined that these revenues would be sufficient to cover the added costs of providing all municipal services to the Eastview community, including police department resources. Space for the Police Department will be provided in the Ranch Center, within the Deadman Gulch Open Space Corridor.

**Policy PFS-6.4: Reducing Crime Through Site Design**
The City shall require developers to incorporate best available practices in residential and nonresidential site plan design and construction using principles of Crime Prevention through environmental design, Safescape, eyes-on-the-street design techniques, and related programs in order to minimize criminal activities including vandalism, graffiti, and burglary.

Consistency: All of the single-family lots will have frontage, driveway access, and front door entries on a public street, which facilitates visibility by neighbors and police patrol units (“eyes on the streets”) as a way to deter crime. Street lights will be placed along all streets to provide illumination levels that provide visibility at night for motorists and pedestrians, and which also makes it more difficult for concealed criminal activity. No artificial mounds or hillocks are proposed to obscure views, lots are face forward onto streets.

Street trees will be spaced so that there will be visibility from the street into front yards. Landscaping guidelines for residential lots call for an informal arrangement of large evergreen trees along with smaller flowering/fruit tree groupings. Understory elements would consist of a mix of ornamental grasses and flowering succulents to define outdoor elements such as driveways, entrances etc. No hedging is proposed along property lines, so that front yards can merge seamlessly with the street scene. As such, there would be no landscape elements that would block views of home entrances from the streets.
Fire Protection and Emergency Medical Services.

**Policy PFS-7.1: Fire Protection**

The City shall continue to support the Cosumnes Community Services District Fire Department for fire protection and emergency medical service capable of meeting the needs of the community based on the benefit received. In addition, the City shall work with the Cosumnes Community Services District regarding necessary public fire facilities, equipment, and operational cost for the provision of fire prevention, fire protection, and emergency medical services to Galt residents.

Consistency: Part of the proposed annexation and municipal services boundary changes would include incorporating the Specific Plan area into the jurisdiction of the Cosumnes Community Services District Fire Department, who would be responsible for providing fire protection services to the new community. A portion of the property tax revenues generated by development in the Specific Plan area will be allocated to help fund the Fire Department operations and capital facilities, and this would be sufficient to pay for the incremental cost of extending services to the Eastview community.

The Eastview Specific Plan area is well served by the City’s existing fire stations, staffing, and equipment resources. This includes Station No. 46 at 1050 Walnut Avenue, located approximately ½ mile from the intersection of Walnut Avenue and Marengo Road, and 1.5 miles from the furthest end of the Plan Area. Fire Station 45 is located at 229 5th Street, in central Galt, which is approximately four miles southwest of the project.

**Policy PFS-7.5: Traffic Control and Calming Measures**

The City shall design and install traffic controls and traffic calming measures to minimize impacts on emergency vehicle response. Traffic signals shall be equipped with electronics to permit emergency vehicles to override the traffic signals to expedite emergency response.

Consistency: As previously discussed in the response to Policy COS-6.6: Traffic Calming Measures, the proposed Specific Plan includes several traffic calming measures. These include five traffic circles at intersections along Walnut Avenue, along with reduced centerline radii on streets around parks, on private drive aisles and entrances to parking areas from roadways, and narrower street sections in selected areas, as approved by the City’s Public Works Department. All traffic signals required for development within the EVSP will incorporate electronics, as specified by City staff, to allow fire department, ambulance/emergency medical, and police department responders to override the signals to expedite emergency response.

**Parks and Recreational Open Space.** Parks and recreation activities foster community interaction and a sense of community involvement, and the City supports opportunities for residents to enjoy active and passive recreation facilities. The Galt General Plan establishes goals and policies to set standards for development of new parks and recreation facilities and demonstrates the City’s willingness to continue to work with the school districts and other public and community groups to jointly use facilities and operate programs when feasible and mutually beneficial. General Plan policies that are applicable to review of this Specific Plan are discussed below.
**Policy PFS-8.1: Parks/Resident Ratio**

The City shall require new developments to provide for park acreages at a minimum of 5 acres/1,000 residents and make land acquisition for parks and open space a recreational priority.

Consistency: Approximately 1,744 dwelling units could be built throughout the Plan Area in accordance with the land use designations and intensities set forth in the Specific Plan Chapter 3, Land Use and Zoning; this includes the few existing single-family homes that are present along Twin Cities Road and Marengo Road. This could house a total population of roughly 5,266 people, at full build out. Based on that figure, a total of 26.33 acres of public parkland would be required to meet the City’s parks/resident ratio target for the Plan Area. Eastview proposes four local or neighborhood parks, ranging in size from 2.5 to 5.1 acres, for a combined total area of 17.0 acres. The Liberty Ranch portion of the Plan Area also proposes two 1.5 acre private recreation facilities, which will serve the needs of future residents. This is supplemented by 41 acres of open space along the Deadman Gulch Open Space Corridor, which includes a continuous pedestrian/bicycle trail along the entire length, several viewing overlooks, two private community centers, and dedicated natural areas for wildlife habitat, water quality management, wetlands, and flood control.

The City’s typical service area for a Neighborhood Park is a ½ mile radius. The EVSP utilizes a ¼ mile radius in its analysis with a goal of providing spacing of parks to allow residents to easily walk to a park (see Exhibit 6-2 in the Specific Plan). The Galt General Plan 2030 designates two 5-acre parks within the ESVP area, for a total of 10 acres, whereas the EVSP proposes two Neighborhood Parks and two Local Parks for a combined 17.0 acres, plus two 1.5 acre private recreation facilities within the Liberty Ranch property to satisfy the requirement for mini-parks. The EVSP will participate in a policy that is encouraged in the Parks Master Plan, which allows payment of in-lieu fees that can be used to fund a larger, appropriately sited Community Park. It is noted that the 15-acre Galt Community Park, intended to serve residents within a two-mile radius, is located at the corner of Walnut Avenue and Carillon Boulevard, 1.1 miles west of the center of the EVSP. That existing community park will thus provide an important recreation resource for residents of Eastview.

**Policy PFS-8.2: Dry Creek and Deadman Gulch Recreation Areas**

The City shall require developers of land adjacent to Dry Creek and Deadman Gulch to provide a continuous pedestrian and bicycle trail system, set aside land for dedicated wildlife habitat and provide related amenities.

Consistency: The dominant community feature for Eastview is the 41-acre Deadman Gulch Open Space Corridor, which provides a continuous pedestrian/bicycle trail along the entire length, several viewing overlooks, two private community centers, and dedicated natural areas for wildlife habitat, water quality management, wetlands, and flood control.

**Policy PFS-8.4: Joint Use of Parks**

The City shall encourage neighborhood park development adjacent to school sites and similar community-oriented facilities (e.g. Boys and Girls Club, FFA, etc.) to maximize land and facility use and shall negotiate joint use agreements whenever possible.

Consistency: A neighborhood park is sited adjacent to the planned Elementary School site, in the center of the Plan area. This will provide an optimal spatial arrangement to maximize the land and
support joint use of the school and park site for multiple recreation purposes.

**Policy PFS-8.9: Park Siting**
The City should ensure that recreation facilities are sited to minimize negative impacts (i.e. parking, night lighting, and excessive noise) on surrounding neighborhoods and should strive to maintain a standard of one park within a ½ mile of all new homes.

Consistency: Four neighborhood parks are proposed in the Specific Plan, totaling 17.0 acres. They are distributed throughout the planning area. As shown on Exhibit 6-2 in Chapter 6 of the Specific Plan, all of the parks are sited to provide walking access within ¼ mile of surrounding neighborhoods, and these areas overlap to provide convenient walking access to more than one park. The Specific Plan envisions that these parks would include active play areas with turf for youth-sized league play or practice, e.g. soccer), basketball courts and possibly play structures or passive use areas such as a shaded picnic and barbeque area. No park facilities have been designed for any of these park sites. Precise plans for each park site would be submitted for City approval at the time they are programmed for improvements, and at that time, decisions concerning any lighted facilities, locations of parking areas, hours of operation, span of activities, etc. would be determined. Potential impacts to nearby residential lots will be addressed at the time of consideration of precise plans for each park site, to ensure that negative aspects of recreation activities such as noise and night lighting are avoided or minimized to acceptable levels.

**Policy PFS-8.11: Park Linkages**
The City shall encourage pedestrian and bicycle trail linkages between parks, open space areas, wildlife habitat, and significant community activity centers.

Consistency: The three neighborhood parks within the Liberty Ranch, LLC-owned properties would be linked by a central pedestrian corridor that would also include bike lanes, and residents can travel to these parks by bicycle, via on-street bicycle lanes throughout the community. Residents in the northwestern quadrant of the Specific Plan area could travel to the neighborhood park in that area via on-street bicycle lanes along Lake Parke Avenue. Liberty Ranch Road, within the Specific Plan area, is designed to function as a central pedestrian corridor, with Class II bike lanes, that would link the northern and southern sides of the community and provide access to the Deadman Gulch open space corridor, where recreational trails, open space, wildlife habitat and community facilities would be located. Walnut Avenue, which extends east-to-west through the entire community, is designed with Class II bike lanes on both sides, which provides access along and into the Deadman Gulch open space corridor and also to the four neighborhood parks, via linkages along Liberty Ranch Road, and the central pedestrian parks noted above. Please refer to Exhibit 4-16 in the Specific Plan, which illustrates the various pedestrian and bicycle linkages throughout the new community.

**Policy PFS-8.12: Natural Resource Protection in Park and Open Space Design**
The City shall incorporate natural resource protection, wildlife habitat, and stormwater quality techniques into parks and open space design to encourage sustainability.

Consistency: Deadman Gulch is designed to provide a mixture of open space values and resources and will function as the central integrating component of the entire community, from an aesthetic, recreational, and cultural standpoint. Within the Gulch, there will
be restored wetlands, water quality treatment basins, detention ponds, and vegetated channel areas, wildlife habitat, recreational trails for pedestrians and bicyclists, and passive viewing opportunities. There will also be two community facilities to provide for a variety of community events, educational and recreational activities, and social interactions between community residents.

**Education.** Goal 9 of the Public Facilities and Services Element is to coordinate with the school districts in their efforts to provide for the educational needs of all Galt residents, and to ensure that adequate school facilities are available and appropriately located to meet the needs of Galt residents. Related policies that are applicable to review of the Eastview Specific Plan are discussed below.

**Policy PFS-9.1: Development Coordination**

The City and residential developers should coordinate with the school districts to ensure that needed school facilities are available for use in a timely manner.

Consistency: The City and the master developer/sponsor of the proposed Specific Plan have provided notifications to the Galt Joint Union Elementary School District and the Galt Joint Union High School regarding each step in the public review process for the Specific Plan and the environmental impact report prepared for the Specific Plan. The master developer/Specific Plan sponsor has also conducted several meetings with school district representatives to respond to the Districts’ comments on the Notice of Preparation of a Draft Environmental Impact Report for this project and to develop agreements concerning transfer of land for development of a new elementary school within the Eastview community, as well as funding to assist with development of new school facilities, when needed, to house students that would live in the new homes within Eastview.

**Policy PFS-9.3: Accessibility to Residential Uses**

The City should plan and approve residential uses that are accessible to school sites in order to enhance neighborhoods, minimize transportation requirements and cost, and minimize safety problems.

Consistency: The Specific Plan identifies a preferred and an alternate site for a future elementary school, with an adjacent neighborhood park. The preferred site is located centrally to the entire community, at the intersection of Walnut Avenue and Liberty Ranch Road, which is within ¼ mile of 85% of all the future residents of the Eastview community. This central location would minimize transportation requirements and costs for the school districts and for the residents. This site would also be accessible via the off-street pedestrian corridor that would link all of the neighborhoods within the Liberty Ranch, LLC owned property to the school site. Vehicular access would be from streets on either side of the school site, rather than from Walnut Avenue, to avoid potential conflicts between school traffic and student pedestrians that could occur if access were from Walnut, which will be a two lane Minor Arterial Street carrying higher volumes of traffic, at higher speeds, than the side streets abutting the school site.

**Policy PFS-9.5: Pedestrian and Bicycle Safety and Access**

The City should encourage the location of schools in areas with safe pedestrian and bicycle access.

Consistency: As discussed in the preceding response to Policy PFS-9.3, two sites are presently under consideration for locating a new elementary school within the Specific Plan area. The preferred site,
at the intersection of Walnut Avenue and Liberty Ranch Road, is directly accessible by safe bicycle and pedestrian routes, including an off-street central pedestrian/bicycle corridor that links to neighborhoods to the east, north, and west. This site is also within a convenient ½ mile radius of 85% of the entire potential population of the Eastview Specific Plan area. The alternate site is directly accessible to pedestrians and bicyclists via sidewalks and Class II bike lanes along Liberty Ranch Road, but requires a crossing of Walnut Avenue for a majority of students that would reside in homes south of Walnut Avenue.

J. Safety and Seismic Element

Many of the health and safety risks associated with development can be avoided through location-specific decisions made at the planning stages of development, while others may be lessened through the use of mitigation measures in the planning and land use regulation process. The Safety and Seismic Element outlines the City’s strategy to protect Galt residents, businesses, and visitors from the harmful effects of natural and man-made hazards. The Element contains goals, policies, and implementation measures related to:

- General Health and Safety
- Seismic and Geologic Hazards
- Flood Hazards
- Fire Hazards
- Hazardous Materials
- Rail Corridors

Policies that are applicable to review of this Specific Plan are discussed below.
promote stream enhancement, improved water quality, recreational opportunities, and groundwater recharge.

Consistency: A 100-year floodplain extends across the middle of the Plan area, encompassing Deadman Gulch and adjoining areas, including the Liberty Ranch High School educational, administrative, and outdoor athletic facilities and parking lots. The Eastview Specific Plan will re-grade the entire floodplain to establish controlled drainage patterns within the planned development area, and to confine the floodplain within the Deadman Gulch Open Space Corridor, along with restored/enhanced wetlands, water quality basins, wildlife habitat, a central pedestrian/bicycle trail, two private community centers, viewing overlooks, and groundwater recharge. The reduced floodplain area will eliminate the 100-year flood hazards from the currently impacted high school facilities. A linkage will be provided through the Gulch to the high school site that will provide a walking/bicycle connection to the new community.

Policy SS-4.5: Fire Fighting Resources in Development Plans
The City shall require all development projects to mitigate fire protection and emergency medical service impacts associated with capital facilities and equipment, including personnel.

Consistency: As Eastview is developed over time, the new homes and new businesses will generate recurring revenues through property taxes, sales taxes and other fees that will flow into the City’s General Fund. The City regularly allocates General Fund monies to increase fire department resources, in response to increased demands associated with new growth and to more effectively allocate services as needs change over time. The fiscal impact analysis prepared for the Eastview Specific Plan determined that this project would generate sufficient annual revenues to offset the added costs of extending fire protection services to this new community.

Policy SS-5.9: Hazardous Materials Studies
The City shall ensure that the proponents of applicable new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy Federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.

Consistency: A Phase I Environmental Site Assessment was completed in September 2012, throughout the Liberty Ranch, LLC-owned properties. The ESA was performed in compliance with the investigation and disclosure protocols established by the American Society of Testing and Materials International E1527-05, and was intended to identify “recognized environmental conditions” (RECs)
that may occur on site. RECs are defined as the presence of likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimus conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimus are not recognized environmental conditions. The Phase I ESA consisted of a reconnaissance level survey of the subject site, a review of various governmental databases and previous environmental reports for the properties, a review of historical records, and interviews with the property owner.

The results of the Phase I ESA determined that most of the land has been under active agricultural use (i.e. cultivated farmland) since the late 1930s and the site improvements observed included two abandoned homes and appurtenant structures, wells and related mechanical equipment, canals, ponds, unpaved roads, and overhead electrical lines. A variety of trash and debris and miscellaneous containers of potentially hazardous and non-hazardous fluids or solid materials were found within old storage structures and on the ground surface. Additional sampling and testing of soils and materials in selected locations was recommended in a few spots where a corroded drum was found, where pesticides were stored in an old barn, and in the area where the homes and buildings were clustered. This testing and any required clean-up of hazardous substances that may be warranted will be completed prior to any site development activities. Soil samples collected from the agricultural fields confirmed that traces of residual organo-chloride pesticides detected were below regulatory thresholds. Removal and disposal of other trash and debris, abandoned vehicles and equipment, minor staining and proper abandonment of inactive groundwater wells was also recommended, and is underway.