

City of Galt
Community Development Department



500 Fairway Drive Electronic Media Sign Project
Initial Study/Negative Declaration

September 2019

Prepared by



1501 Sports Drive, Suite A, Sacramento, CA 95834

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INITIAL STUDY

September 2019

A. BACKGROUND

1. Project Title: 500 Fairway Drive Electronic Media Sign Project
2. Lead Agency Name and Address: City of Galt
Community Development Department
495 Industrial Drive
Galt, CA 95632
3. Contact Person and Phone Number: Chris Erias
Community Development Director
(209) 366-7230
4. Project Location: 500 Fairway Drive
Galt, CA 95632
APNs: 150-0391-045;
150-0391-041
5. Project Sponsor's Name and Address: Clear Channel Outdoor
401 Slobe Avenue
Sacramento, CA 95815
(916) 945-9719
6. Existing General Plan Designation: Commercial (C)
7. Existing Zoning Designation: Highway Commercial (HC)
8. Required Approvals from Other Public Agencies: Outdoor Advertising Permit (Caltrans)
9. Surrounding Land Uses and Setting:

The project site consists of a parking lot located at 500 Fairway Drive in the City of Galt, California. The perimeter of the parking lot is landscaped with various trees and shrubs. Surrounding land uses include a Les Schwab Tire Center to the north across Caroline Avenue, a Burger King to the southeast, single-family residential uses to the south, and the Galt Sports Complex to the west across Meladee Lane. State Route (SR) 99 is located to the east of the site, across Fairway Drive.

10. Project Description Summary:

The 500 Fairway Drive Electronic Media Sign Project (proposed project) would include the installation of a two-sided electronic sign at the eastern edge of the project site within a curbed landscape area, adjacent to SR 99. The proposed sign would be approximately 65 feet tall; each display face would include approximately 672 square feet (sf). In addition, the sign would include a City of Galt logo or Galt Market logo on the support column.

11. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to the chairpersons of the Wilton Rancheria and the Torres Martinez Desert Cahuilla Indian Tribe. The letters were mailed on August 29, 2019. The contacted tribes have not requested formal consultation with the City of Galt.

B. SOURCES

All of the technical reports and modeling results used for the project analysis are available upon request at the City of Galt Community Development Department, located at 495 Industrial Drive, Galt, CA 95632. Office hours are Monday through Thursday, 7:30 AM to 5:30 PM. The following documents are referenced information sources used for the purposes of this Initial Study:

1. California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
2. California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. January 20, 2017.
3. California Building Standards Commission. *California Green Building Standards Code*. 2019.
4. California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed August 2019.
5. California Department of Forestry and Fire Protection. *Sacramento County, Very High Fire Hazard Severity Zones in LRA*. January 30, 2008.
6. California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Keller Canyon Landfill (07-AA-0032)*. Available at: <https://www2.calrecycle.ca.gov/swfacilities/Directory/07-AA-0032/>. Accessed August 2019.
7. California Department of Transportation. *California Scenic Highway Mapping System*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/. Accessed August 2019.
8. Caltrans. *Transportation Related Earthborne Vibrations. TAV-02-01-R9601*. February 20, 2002.
9. City of Galt. *Galt 2030 General Plan, Existing Conditions Report*. November 2005.
10. City of Galt. *Galt Municipal Code*. April 16, 2019.
11. City of Galt. *Galt 2030 General Plan Policy Document*. April 2009.
12. County of Sacramento. *County of Sacramento General Plan, Conservation Element*. November 9, 2011.
13. Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese)*. Available at: <https://www.envirostor.dtsc.ca.gov/public/>. Accessed August 22, 2019.
14. Federal Emergency Management Agency. *Flood Insurance Rate Map 06067C0468J*. Effective October 20, 2016.
15. Federal Highway Administration. *Roadway Construction Noise Model User's Guide*. January 2006.
16. Federal Transit Administration. *Transit Noise and Vibration Impact Assessment Guidelines*. May 2006.

17. Sacramento Metropolitan Air Management District. *Guide to Air Quality Assessment in Sacramento County*. May 2017.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

As indicated by the checklist on the following pages, the proposed project would not result in significant impacts to any of the environmental factors listed below, and mitigation would not be required.

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

D. DETERMINATION

On the basis of this initial study:

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

Signature

Chris Erias

Printed Name

Date

City of Galt

For

E. BACKGROUND AND INTRODUCTION

The following document is an Initial Study resulting in a Negative Declaration (IS/ND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed project. The IS/ND has been prepared in accordance with CEQA, Public Resources Code Sections 21000 et seq., and the State CEQA Guidelines to evaluate the potential environmental impacts of the proposed project. Pursuant to Appendix G of CEQA Guidelines, the IS/ND includes an environmental checklist used to describe the impacts of the proposed project.

In 2009, the City of Galt completed a comprehensive General Plan Update (GPU). An Environmental Impact Report (EIR) was prepared for the GPU. The GPU EIR is a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.). The Galt GPU EIR analyzed full implementation of the Galt GPU and identified measures to mitigate the significant adverse impacts associated with the General Plan.

F. PROJECT DESCRIPTION

The following provides a description of the project site's current location and setting, as well as the proposed project components and the discretionary actions required for the project.

Project Location and Setting

The project site consists of a parking lot located south of Caroline Avenue and west of Fairway Drive and SR 99 in the City of Galt (see Figure 1 and Figure 2). The site is comprised of two parcels identified as Assessor's Parcel Numbers (APNs) 150-0391-045 and 150-0391-041. The perimeter of the parking lot is landscaped with various trees and shrubs.

The project site is currently designated Commercial (C) per the City's General Plan and is zoned Highway Commercial (HC). Surrounding land uses include a Les Schwab Tire Center to the north across Caroline Avenue, a Burger King to the southeast, single-family residential uses to the south, and the Galt Sports Complex to the west across Meladee Lane.

Project Components

The proposed project would include the installation of an electronic media sign at the eastern edge of the project site within a curbed landscape area, adjacent to Fairway Drive and SR 99 (see Figure 3). The proposed sign would be approximately 65 feet tall; each display face would include approximately 672 sf. The display faces would be configured in a "V" angle to optimize views from SR 99 and would be oriented to face away from the nearest single-family residences located approximately 200 feet southwest of the proposed sign. The electronic sign would allow for 48 feet of clearance within the parking lot. The column of the sign would include either a Galt Market logo or City of Galt Logo.

The proposed sign would include dimming software to automatically change the display face brightness in response ambient light conditions. The dimming software would ensure the proposed sign is an appropriate brightness relative to current ambient light conditions. Consistent with the standards established by the Outdoor Advertising Association of America, Inc. (OAAA), lighting levels would not increase by more than 0.3 foot candles over ambient levels, as measured at a distance of 250 feet from the proposed sign location. In the event that ten percent or more of one of the digital sign faces is not operating correctly, or in the event of a malfunction, the entire display would be turned off until the display can be corrected.

Figure 1
Regional Project Location

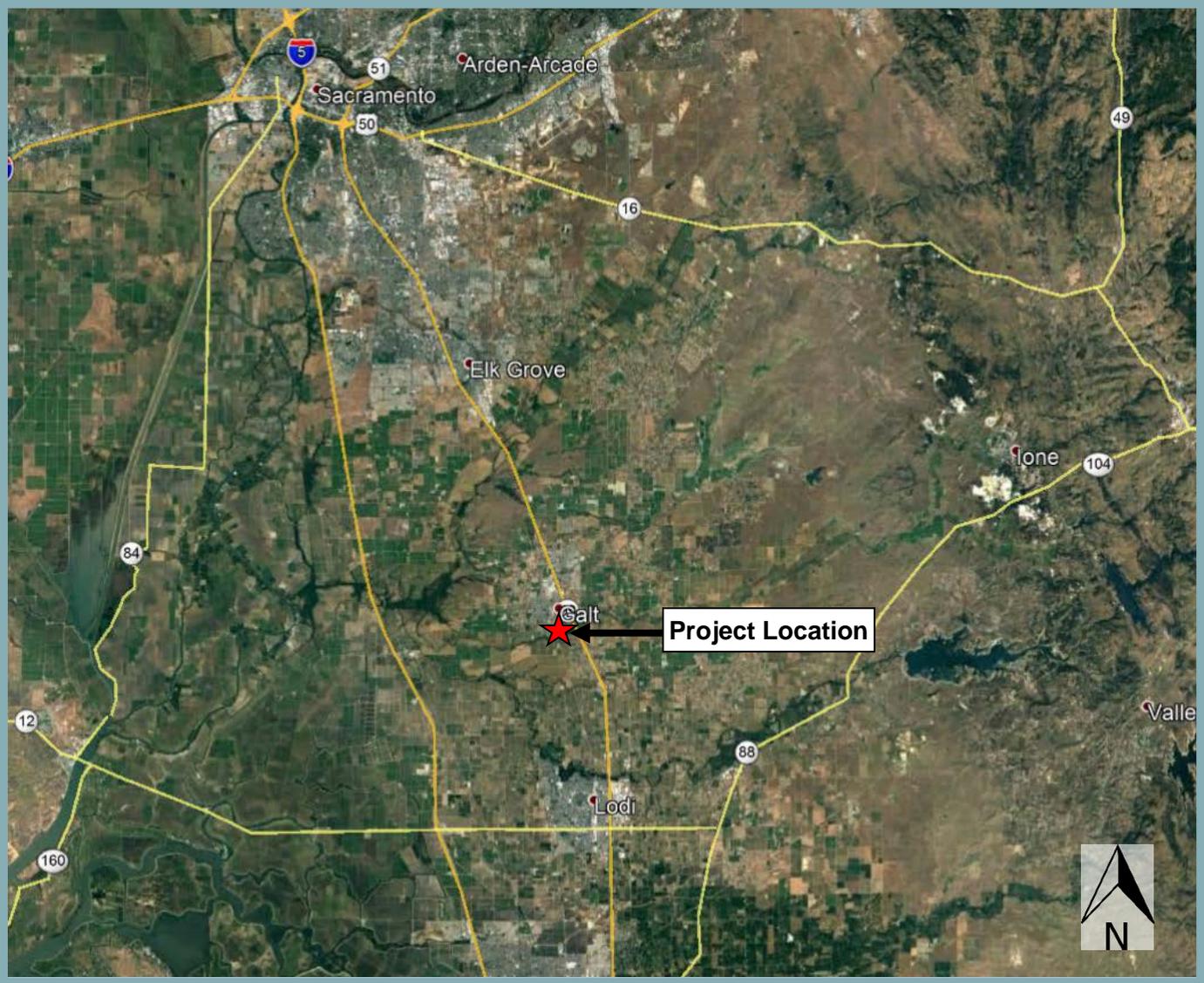


Figure 2
Project Site and Distance to Nearest Residential Zone

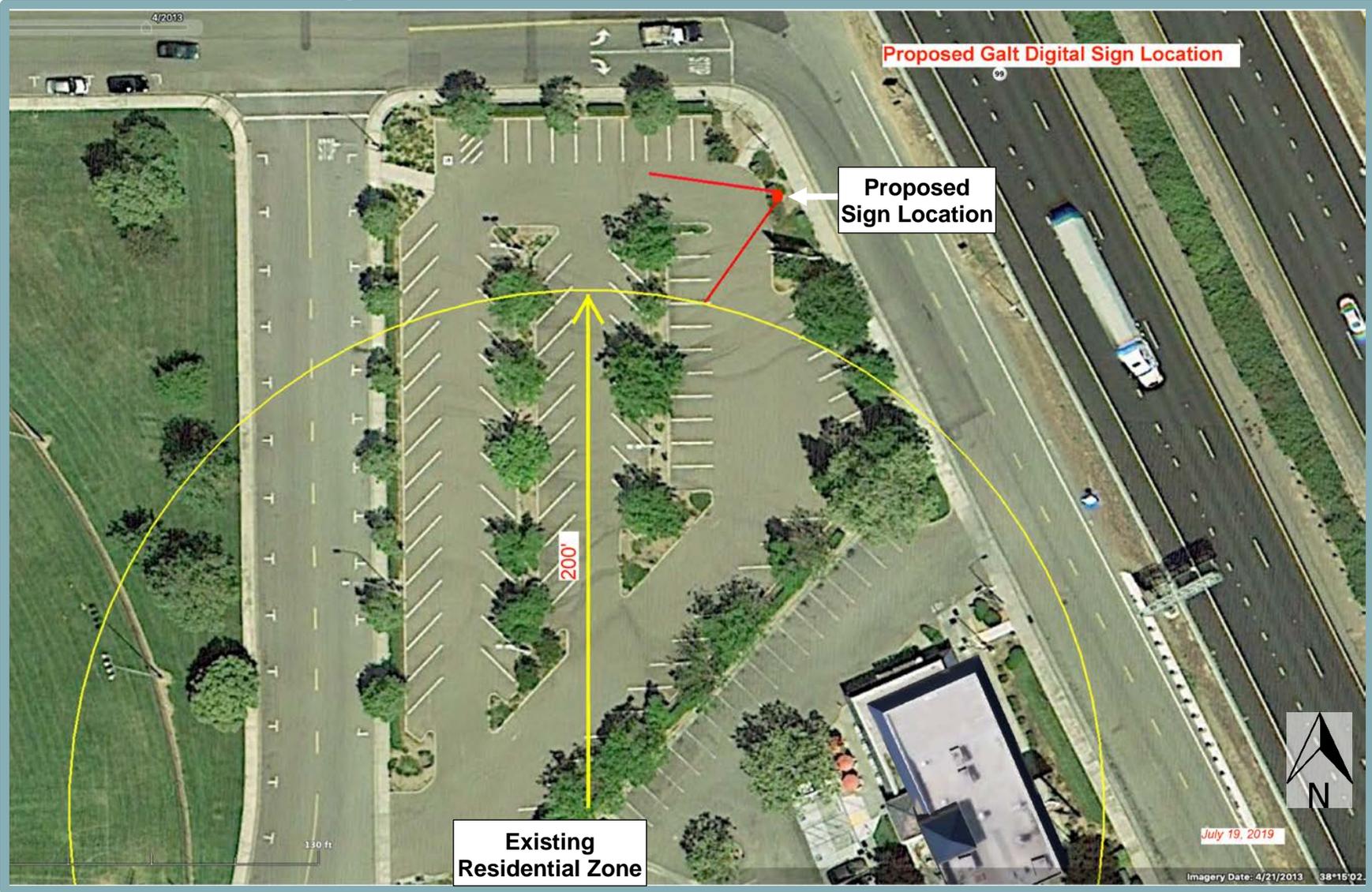


Figure 3
Proposed Electronic Media Sign Design



The proposed sign would allow for display of “Amber Alert” public safety messages and other emergency messages. In addition, up to five percent of the rented display space would be available for free civic advertisements. Political advertisements and alcohol/cannabis related advertisements would be prohibited.

Installation of the proposed sign would require the removal of a single tree within the eastern edge of the parking lot, as well as existing landscape vegetation located in the immediate vicinity of the proposed column foundation. The project would not alter the paved portion of the parking lot. Electricity to the proposed sign would be provided by Sacramento Municipal Utility District (SMUD) by way of an existing transformer located to the south of the parking lot near the Burger King.

Discretionary Actions

The proposed project would require the following approval from the City of Galt:

- Adoption of the IS/ND; and
- Approval of an agreement between the City of Galt and Clear Channel Outdoor for the installation and operation of an electronic billboard.

G. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a,b. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. The City’s General Plan does not identify any scenic vistas in the vicinity of the project site. The project site has been subject to previous disturbance and been paved with a parking lot. In addition, per the California Scenic Highway Mapping System, the project site is not located within the vicinity of an officially designated State Scenic Highway.¹ Thus, the proposed project would not have a substantial adverse effect on a scenic vista or substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway and a **less-than-significant** impact would occur.

c. The proposed sign would be located within a curbed landscape area at the eastern edge of the project site. The visual landscape of the surrounding area is characterized by urban development, with a Les Schwab Tire Center to the north, a Burger King and existing residences to the south, the Galt Sports Complex to the west, and SR 99 to the east beyond Fairway Drive. Public views of the project site include views from motorists travelling on SR 99, Fairway Drive, Caroline Avenue, and Meladee Lane, as well as views from bicyclists and pedestrians travelling along roadways and sidewalks, respectively, in the project vicinity. In addition, limited private views of the site are available from the existing single-family residence located to the south of the site along Casado Drive. The two proposed display faces are oriented at a V-angle, facing away from the existing residences. The sign’s southernmost face would be situated approximately 200 feet from the nearest existing residential lot.

The proposed media sign would be visible from public viewpoints in the project area. However, the project would be consistent with applicable zoning and other regulations governing electronic signs and billboards within HC zones in the City of Galt, as established by Section 18.56.120 of the City’s Municipal Code. For example, in compliance with physical design standards established by Section 18.56.120(C) of the City’s Municipal Code, the proposed electronic sign faces would be approximately 672 square feet (sf) with a maximum height of 14 feet and width of 48 feet per face. The

¹ California Department of Transportation. *California Scenic Highway Mapping System*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/. Accessed August 2019.

electronic sign would be a maximum of 65 feet tall with a 48-foot clearance from the lowest point of the electronic sign face. As noted previously, the sign's southernmost face would be situated approximately 200 feet from the nearest existing residential lot, consistent with Section 18.56.120(C)(11). In addition, consistent with Section 18.56.120(D), the proposed displays would not include flashing lights or varying degrees of light intensity, and each image displayed would appear for a minimum of four seconds before changing. The proposed electronic sign would be designed and required to freeze the displays in one static position, displaying a static screen, or turn off, in the event of a malfunction.

The proposed sign would be generally consistent with the existing visual character of public views along the SR 99 corridor. Figure 4 and Figure 5 provide examples of views of the proposed sign from SR 99 travelling north and south, respectively. As shown in the figures, the project would be consistent with the existing signage along the commercial corridor, including two illuminated signs that currently exist to the south of the site at the Burger King restaurant and to the north of the site at the Les Schwab Tire Center.

Based on the above, implementation of the proposed project would not substantially degrade the existing visual character of the site. Furthermore, the project would not conflict with the site's current land use and zoning designations. As such, the proposed project would not substantially degrade the existing visual character or quality of the site or the surroundings, and a **less-than-significant** impact would occur.

- d. The existing nighttime lighting environment in the project area is defined by light from light fixtures within the on-site parking lot, street lights located along Caroline Avenue, Fairway Drive, Meladee Lane, and SR 99, and headlights from vehicles traveling along local roadways. In addition, the Les Schwab and Burger King located north and south of the project site, respectively, both include illuminated signs that are visible from SR 99. The proposed electronic media sign would introduce new sources of light in the project vicinity. The electronic media sign would consist of two display faces oriented at a V-angle, facing away from the existing residences to the southeast of the site. The sign's southernmost face would be approximately 200 feet from the nearest existing residence.

The electronic media sign would be built with photo sensors to allow the brightness of the display screens to dim automatically during nighttime hours, consistent with Section 18.56.210(D)(3) of the City's Municipal Code. The brightness of the sign would be limited to 0.3 foot-candles above ambient levels. The proposed sign would also comply with Section 18.56.210(D)(4) of the City's Municipal Code by programming an automatic-shutoff in the event of a malfunction.

Based on the above, the proposed media sign would be oriented away from existing residences in the project area. In addition, the sign would comply with all applicable lighting standards established by Sections 18.56.120 of the City's Municipal Code. Therefore, the proposed project would result in **less-than-significant** impacts related to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Figure 4
View of Proposed Sign from SR 99 Traveling North



Figure 5
View of Proposed Sign from SR 99 Traveling South



II. AGRICULTURE AND FOREST RESOURCES.

Would the project:

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

Discussion

a-e. Currently, the project site consists of a parking lot. Per the California Department of Conservation Farmland Mapping and Monitoring Program, the project site is currently designated as “Urban and Built-Up Land.”² As such, the proposed project would not result in the conversion of Prime Farmland to non-agricultural use.

The project site is not zoned for agriculture uses and is not under a Williamson Act contract. In addition, the project site is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). The project site is currently designated PQ per the City’s General Plan and zoned HC.

Based on the above, the proposed project would result in **no impact** to agricultural and forest resources.

² California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed August 2019.

III. AIR QUALITY.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b. The City of Galt is located in the Sacramento Valley Air Basin (SVAB), which is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SVAB area is currently designated as a nonattainment area for State and federal ozone, State and federal fine particulate matter 2.5 microns in diameter (PM_{2.5}), and State respirable particulate matter 10 microns in diameter (PM₁₀) ambient air quality standards (AAQS). The SVAB is designated attainment or unclassified for all other AAQS. It should be noted that on January 9, 2013, the U.S. Environmental Protection Agency (USEPA) issued a final rule to determine that the Sacramento Valley has attained the 24-hour PM_{2.5} federal AAQS. Nonetheless, the Sacramento Valley must continue to be designated as nonattainment for the federal PM_{2.5} AAQS until such time as the BAAQMD submits a redesignation request and a maintenance plan to the USEPA, and the USEPA approves the proposed redesignation.

Due to the nonattainment designations, SMAQMD, along with the other air districts in the SVAB region, is required to develop plans to attain the federal and State AAQS for ozone and particulate matter. The attainment plans currently in effect for the SVAB are the 2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 Ozone Attainment Plan), PM_{2.5} Implementation/Maintenance Plan and Re-designation Request for Sacramento PM_{2.5} Nonattainment Area (PM_{2.5} Implementation/Maintenance Plan), and the 1991 Air Quality Attainment Plan (AQAP), including triennial reports. The air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control measures have worked, and show how air pollution would be reduced. In addition, the plans include the estimated future levels of pollution to ensure that the area would meet air quality goals.

General conformity requirements of the State Implementation Plan (SIP) include whether a project would cause or contribute to new violations of any federal AAQS, increase the frequency or severity of an existing violation of any federal AAQS, or delay timely attainment of any federal AAQS. In addition, a project would be considered to conflict with, or obstruct implementation of, an applicable air quality plan if the project would be inconsistent with the emissions inventories contained in the air quality plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections that are, in turn, based on General Plans and zoning designations for the region.

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the State and federal AAQS within the SVAB. Adopted SMAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans.³ The SMAQMD’s established significance thresholds associated with development projects for emissions of the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NO_x), as well as for PM₁₀ and PM_{2.5}, expressed in pounds per day (lbs/day) and tons per year (tons/yr), are listed in Table 1. By exceeding the SMAQMD’s mass emission thresholds for ROG, NO_x, PM₁₀, or PM_{2.5}, a project would be considered to conflict with or obstruct implementation of the SMAQMD’s air quality planning efforts.

Table 1			
SMAQMD Thresholds of Significance			
Pollutant	Construction	Operational	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀ (exhaust)	82	82	15
PM _{2.5} (exhaust)	54	54	10

Source: SMAQMD, CEQA Guidelines, May 2017.

Construction activity associated with the proposed project would be limited to relatively minor ground disturbance to construct the proposed sign foundation, minor utility improvements, and installation of the sign column and display screens. Given that such activities would result in relatively insignificant emissions of criteria pollutants, the proposed project is anticipated to be below the SMAQMD thresholds for construction emissions. In addition, the proposed project would not result in any operational emissions.

Past, present, and future development projects contribute to the region’s adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is not sufficient in size to, by itself, result in nonattainment of AAQS. Because the proposed project would not result in emissions above the applicable thresholds of significance for ROG, NO_x, PM₁₀, or PM_{2.5}, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State AAQS.

Because the proposed project would not result in construction-related or operational emissions of criteria air pollutants in excess of SMAQMD’s thresholds of significance, conflicts with or obstruction of the implementation of the applicable regional air quality plans would not occur. In addition, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State AAQS. Thus, a **less-than-significant** impact would result.

³ Sacramento Metropolitan Air Management District. *Guide to Air Quality Assessment in Sacramento County*. May 2017.

- c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptor would be the single-family residences located south of the project site.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and toxic air contaminant (TAC) emissions, which is discussed in further detail below.

Localized Carbon Monoxide Emissions

As discussed in Section XVII, Transportation, of this IS/ND, the proposed project is not anticipated to increase traffic to local roadways except during the construction period. As such, based on the SMAQMD screening criteria, the proposed project would result in a less-than-significant impact related to localized CO emissions concentrations and would not expose sensitive receptors to substantial concentrations of localized CO.

TAC Emissions

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The proposed project does not include any operations that would be considered a substantial source of TACs. Accordingly, operations of the proposed project would not expose sensitive receptors to excess concentrations of TACs.

Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project would likely be limited to one year. All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM.

Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air pollutant sources.

Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a substantially extended period of time would be low. Therefore, construction of the proposed project would not be expected to expose nearby sensitive receptors to substantial pollutant concentrations.

Conclusion

Based on the above discussion, the proposed project would not expose any sensitive receptors to substantial concentrations of pollutants, including localized CO or TACs, during construction or operation. Therefore, the proposed project would result in a **less-than-significant** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

- d. Emissions such as those leading to odor have the potential to adversely affect people. Emissions of principal concern include emissions leading to odors, emission that have the potential to cause dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in sections “a” through “d” above. Therefore, the following discussion focuses on emissions of odors and dust.

Per the SMAQMD CEQA Guidelines, odors are generally regarded as an annoyance rather than a health hazard.⁴ Manifestations of a person’s reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The presence of an odor impact is dependent on a number of variables including: the nature of the odor source; the frequency of odor generation; the intensity of odor; the distance of odor source to sensitive receptors; wind direction; and sensitivity of the receptor.

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative analysis to determine the presence of a significant odor impact is difficult. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses and is not located in the vicinity of any such existing or planned land uses.

Construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, construction activities would be temporary, and hours of operation for construction equipment would be limited to weekdays between 6:00 AM and 8:00 PM, and between 7:00 AM and 8:00 PM on Saturday and Sundays, per Sections 8.40.060(E) and (F) of the City of Galt Municipal Code. Project construction would also be required to comply with all applicable SMAQMD rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize emissions, including emissions leading to odors. Accordingly, substantial objectionable odors would not be expected to occur during construction activities.

⁴ *Ibid.*

SMAQMD regulates objectionable odors through Rule 402 (Nuisance), which prohibits any person or source from emitting air contaminants that cause detriment, nuisance, or annoyance to a considerable number of persons or the public. Rule 402 is enforced based on complaints. If complaints are received, the SMAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are submitted after the proposed project is approved, the SMAQMD would ensure that such odors are addressed and any potential odor effects reduced to less than significant.

For the aforementioned reasons, construction and operation of the proposed project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and a ***less-than-significant*** impact would result.

IV. BIOLOGICAL RESOURCES.

Would the project:

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

Discussion

a-f. The proposed electronic media sign would be installed within a curbed landscape area at the eastern edge of the existing on-site parking lot. The landscape area includes various ornamental trees and shrubs. The project site does not contain riparian habitat or other sensitive natural communities, including wetlands.

The project site would not be subject to substantial ground disturbing activity associated with construction of the proposed project. Furthermore, the surrounding area has been previously disturbed due to development of the parking lot and surrounding structures. Due to the disturbed nature of the project site, construction activities associated with the proposed project would not result in adverse effects to special-status plant and wildlife species or riparian habitat. In addition, the project site is located in an urbanized area and is surrounded by existing urban development. Thus, the project site does not support any wildlife movement corridors. The project site and the surrounding areas do not contain streams or other waterways that could be used by migratory fish or as a wildlife corridor for other wildlife species.

Installation of the proposed electronic media sign would require the removal of an existing evergreen tree and surrounding shrubs in the immediate vicinity of the proposed sign location. The project would be required to comply Section 18.52.060 of the City of Galt's Municipal Code, which requires prior permission and written approval from the Community Development Director before removal of any tree, shrub, or plant within any street tree

area or other public place.⁵ In addition, the project would be required to comply with General Plan Policy COS-3.2: Mature Tree and Woodland Preservation, which indicates that the City of Galt will encourage retention of mature trees and woodlands to the maximum extent possible.⁶ Because the project would comply with the City of Galt's Municipal Code and General Plan policies related to tree preservation, the project would result in a less-than-significant impact related to conflicts with local policies or ordinances protecting biological resources.

The City of Galt and surrounding jurisdictions adopted the South Sacramento Habitat Conservation Plan (SSHCP) on May 11, 2018. As shown in the SSCHP, the project site has been anticipated for urban land uses. The proposed project would not conflict with the SSHCP.

Given the highly disturbed nature of the project site and the surrounding area, as well as the relatively limited ground disturbance associated with installation of the proposed electronic sign, the project would result in a **less-than-significant** impact related to biological resources.

⁵ City of Galt. *Galt Municipal Code* [Section 18.52.060]. April 16, 2019.

⁶ City of Galt. *Galt 2030 General Plan Policy Document* [pg. COS-5]. April 2009.

V. CULTURAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a-c. Historical resources are features that are associated with the lives of historically important persons and/or historically significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics. According the City of Galt General Plan, the City of Galt is a culturally rich area with multiple historical and archaeological resources, including the Liberty Cemetery and Rae House Museum.⁷

While the City of Galt contains historical and archaeological resources, the project site has already been subject to extensive disturbance related to development of the parking lot and surrounding structures and roadways. Furthermore, the proposed project does not include the removal of any on-site structures. Ground disturbing activity associated with the proposed project would be limited to vegetation removal and construction of the proposed sign column foundation. Due to previous disturbance of the site, the likelihood of discovering previously known or unknown historical or archaeological resources and human remains is low.

Based on the above, the proposed project would not cause a substantial adverse change in the significance of a historical or archaeological resource pursuant to Section 15064.5, and would not result in the disturbance of human remains. Thus, a **less-than-significant** impact would occur.

⁷ City of Galt. *Galt 2030 General Plan, Existing Conditions Report* [Table 9.1]. November 2005.

VI. ENERGY.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2019 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project’s potential effects related to energy demand during construction and operations are provided below.

The 2019 CBSC, otherwise known as the CAL Green Code (CCR Title 24, Part 11), which will become effective on January 1, 2020.⁸ The purpose of the CAL Green Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CBSC standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property.

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to the use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, and hauling and material delivery truck trips. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment.

The CARB has recently prepared the *2017 Climate Change Scoping Plan Update (2017 Scoping Plan)*,⁹ which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State’s climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. The proposed project

⁸ California Building Standards Commission. *California Green Building Standards Code*. 2019.

⁹ California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. January 20, 2017.

would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

Following implementation of the proposed project, SMUD would provide electricity to the project site. Energy use associated with operation of the proposed project would be typical of electronic signs, requiring electricity lighting, and maintenance of the electronic sign. The proposed media sign would use high-efficiency LEDs for illumination during operation.

Electricity supplied to the project by SMUD would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Thus, a portion of the energy consumed during project operations would originate from renewable sources.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS.

Would the project:

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

Discussion

a-d. Per the City of Galt General Plan, the City’s planning area lies within Seismic Risk Zone 3. Earthquakes in Seismic Risk Zone 3 pose a low risk. The nearest active faults are the Greenville Fault and the Concord-Green Valley Fault, located approximately 42 miles and 60 miles from the project site, respectively. Known active or potentially active faults do not exist on the project site. In addition, the project site is not located within a State-designated Alquist-Priolo Fault Zone. Thus, the potential for fault rupture risk at the project site is relatively low.

An earthquake of moderate to high magnitude generated by the above faults could cause considerable ground shaking at the project site. However, the proposed project would be properly engineered in accordance with the CBSC, which includes engineering standards appropriate for the seismic area in which the project site is located. Proper engineering of the proposed project would ensure that the project would not be subject to substantial risks related to seismic ground shaking.

The proposed project’s potential effects related to liquefaction, landslides, lateral spreading, and subsidence/settlement are relatively low. Liquefaction is a phenomenon in which granular material is transformed from a solid state to a liquefied state as a consequence of increased pore-water pressure and reduced effective stress. Seismically-induced landslides are triggered by earthquake ground shaking. Lateral spreading and subsidence are also geological hazards of concern; however, the project site is not located

near an active fault zone or soils subject to such hazards, and, thus, would not be induce greater risks associated with liquefaction, landslide, lateral spreading, or subsidence.

Based on the above, the proposed project would not be subject to substantial risks related to liquefaction, landslides, lateral spreading, and subsidence/settlement. Compliance with standard construction regulations included in the CBSC would ensure that the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction, subsidence, or settlement, and would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site subsidence, liquefaction, or collapse. Thus, a **less-than-significant** impact would occur.

- e. The construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, **no impact** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.
- f. As previously discussed, the project site has already been subject to previous disturbance related to landscaping and paving of the on-site parking lot. Additionally, the project would not result in substantial ground disturbing activities. Therefore, the project would not result in directly or indirectly destroying paleontological resources and a **less-than-significant** impact would occur.

VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a,b. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, and utilities (electricity and natural gas). The primary source of GHG emissions for the project would be mobile source emissions during construction. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO₂e/yr).

The proposed project is located within the jurisdictional boundaries of SMAQMD. SMAQMD's approach to developing a threshold of significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move towards climate stabilization. If a project would generate GHG emissions above the threshold level, the project would be considered to generate significant GHG emissions and conflict with applicable GHG regulations. The SMAQMD threshold of significance for project-level operational GHG emissions is 1,100 MTCO₂e/yr.

It should be noted that construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. In addition, neither SMAQMD nor the City has adopted thresholds of significance for construction-related GHG emissions. The proposed project would only include construction of the electronic sign and minor vegetation removal. During operations, the only GHG emissions associated with the proposed project would be emissions associated with electricity generation necessary to power the proposed electronic displays. Consequently, neither construction nor operation of the proposed project would be anticipated to result in significant emissions of GHGs.

Based on the above, the proposed project would not be considered to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the

purpose of reducing the emissions of GHGs. Thus, a ***less-than-significant*** impact would occur.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b. The electronic sign would not be associated with the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. During operations, the proposed project would not include the routine use of chemicals and would not represent a substantial risk to public health or the environment.

Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local City ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Thus, construction of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

Based on the above, development of the proposed project would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, and a **less-than-significant** impact would occur.

- c. The project site is not located within a quarter mile of any existing or proposed schools. The nearest school is the Galt Joint Union Elementary School, located approximately 0.3-mile east of the site. Therefore, the proposed project would have **no impact** related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d. According to the Department of Toxic Substances Control, the project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.¹⁰ Thus, the proposed project would not create a significant hazard to the public or the environment, and **no impact** would occur.
- e. The nearest airport to the site is Vettors Sky Ranch Airport, which is located approximately four miles southeast of the site. As such, the project site is not located within two miles of any public airports, and does not fall within an airport land use plan area. Therefore, **no impact** would occur related to the project being located within an airport land use plan or within two miles of a public airport or public use airport, thereby resulting in a safety hazard or excessive noise for people residing or working in the project area.
- f. The project would not alter the existing circulation system in the surrounding area. As a result, the project would have a **no impact** with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.
- g. Issues related to wildfire hazards are discussed in Section XX, Wildfire, of this IS/ND. As noted therein, the project site is not located within or near a Very High Fire Hazard Severity Zone.¹¹ In addition, the project site is bordered by existing residential and commercial uses to the north, west, and south, and is located within a developed area of the City. Thus, the potential for wildland fires to reach the project site would be limited. Based on the above, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a **less-than-significant** impact would occur.

¹⁰ Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese)*. Available at: <https://www.envirostor.dtsc.ca.gov/public/>. Accessed August 22, 2019.

¹¹ California Department of Forestry and Fire Protection. *Sacramento County, Very High Fire Hazard Severity Zones in LRA*. January 30, 2008.

X. HYDROLOGY AND WATER QUALITY.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b,e. As noted previously, the project would not include substantial ground disturbing activities. Ground disturbance associated with the proposed project would be limited to vegetation removal and construction of the sign column foundation. The State Water Resources Control Board (SWRCB) regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. Given that the proposed project would disturb less than one acre of land, the proposed construction activities would not be subject to applicable SWRCB regulations. Based on the above, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

The City of Galt’s groundwater is derived from the Cosumnes Subbasin, which is part of the San Joaquin Valley Groundwater Basin. Despite growth within the City of Galt, on-going groundwater use, and the uncertainty of overdraft conditions, monitoring of groundwater levels within the City has shown little change in depth to groundwater since 1961. The City of Galt’s 2015 Urban Water Management Plan (UWMP) concludes that groundwater resources within the City are anticipated to be sufficient to serve buildout of the City through 2040. The new impervious surfaces created by the project would be limited to a relatively small foundation necessary to support the proposed sign column, and the project would not include any water use. Thus, the project would not interfere substantially with groundwater recharge within the Cosumnes Subbasin.

Based on the above, the proposed project would not substantially degrade surface water or groundwater quality or substantially interfere with groundwater recharge, nor would the project conflict with any applicable water quality control or management plans. Thus, a **less-than-significant** impact would occur

- ci-iii. The proposed project is not anticipated to create a substantial amount of new impervious surfaces on the project site. The proposed impervious surfaces would be limited to a cement foundation supporting the proposed sign column. Furthermore, only a small portion of the soil would be exposed during construction of the project and, thus, the project would not result in substantial erosion or siltation.

Consequently, the proposed project would not substantially increase stormwater runoff relative to existing conditions. Due to the minimal amount of impervious surfaces created by the project, the proposed project would result in a **less-than-significant** impact related to soil erosion, surface runoff, and stormwater drainage.

- civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for the project site, the project site is located within an Area of Minimal Flood Hazard (Zone X).¹² The site is not classified as a Special Flood Hazard Area or otherwise located within a 100-year or 500-year floodplain. Therefore, development of the proposed project would not impede or redirect flood flows and **no impact** would result.

- d. As discussed under question 'civ' above, the project site is not located within a flood hazard zone. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The project site is not located in proximity to a coastline and would not be potentially affected by flooding risks associated with tsunamis. Seiches do not pose a risk to the proposed project, as the project site is not located adjacent to a large closed body of water. Based on the above, the proposed project would not pose a risk related to the release of pollutants due to project inundation due to flooding, tsunami, or seiche, and **no impact** would occur.

¹² Federal Emergency Management Agency. *Flood Insurance Rate Map 06067C0468J*. Effective October 20, 2016.

XI. LAND USE AND PLANNING.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

- a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community, or isolate an existing land use. Existing land uses in the project vicinity include a Les Schwab Tire Center store to the north, single-family residential development and a Burger King to the south, and the Galt Sports Complex to the west. The proposed project would be consistent with the surrounding urban development. In addition, as noted under question ‘b’ below, the project would be consistent with the site’s current land use and zoning designations. The project would not isolate an existing land use. As such, the proposed project would not physically divide an established community and a **less-than-significant** impact would occur.

- b. The project site is currently designated C per the City’s General Plan and is zoned HC. Land designated for C uses are intended to provide low to medium intensity uses with a wide range of retail, offices, services, and professional uses. Land uses zoned HC are intended to provide a high-visibility commercial environment along freeway frontage roads. The proposed project would consist of an electronic media sign, which is consistent with the current land use and zoning designations. Therefore, the project would be consistent with the type and intensity of uses anticipated for the site in the General Plan and generally analyzed in the General Plan EIR. In addition, the proposed project would not conflict with City policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Based on the above, the project would not cause a significant environmental impact due to conflicts with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, a **less-than-significant** impact would occur.

XII. MINERAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

a,b. Impacts to mineral resources were determined to be less-than-significant during the General Plan EIR scoping stage of the analysis, and further assessment was not performed by the City of Galt. The City of Galt is within Sacramento County’s General Plan area, which analyzes mineral resources within the County. According to the Sacramento County General Plan, the mineral resource zone closest to the City of Galt, is located near New Hope Road, which is over four miles west of the project site.¹³ The project site itself does not contain mineral resources and the construction of the proposed project would not result in the loss of any known mineral resources. Therefore, **no impact** to mineral resources would occur.

¹³ County of Sacramento. *County of Sacramento General Plan, Conservation Element* [pg. 16]. November 9, 2011.

XIII. NOISE.

Would the project result in:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

- a. The following sections present information regarding sensitive noise receptors in proximity to the project site, the existing noise environment, and the potential for the proposed project to result in impacts during project construction and operation. The following terms are referenced in the sections below:
- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to decibels (dB) in this section will be A-weighted unless noted otherwise.
 - Day-Night Average Level (L_{dn}): The average sound level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.

Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. In the vicinity of the project site, the nearest existing noise sensitive land use are the single-family residences located 200 feet south of the site.

Existing Noise Environment

The ambient noise environment in the project vicinity is primarily defined by vehicle traffic on the local roadways within the vicinity of the project site, including Fairway Drive and SR 99. Ambient noise is also defined by the Galt Sports Complex to the west of the site.

Standards of Significance

The City of Galt General Plan Noise Element establishes noise level criteria for both transportation and non- transportation noise sources. Table N-1 of the General Plan provides the noise level performance criteria for residential uses affected by non-transportation noise sources. Such criteria are applied at the property lines of noise-

sensitive land uses or a designated outdoor activity area at the discretion of the Community Development Director.

Impact Analysis

During construction of the proposed project, heavy-duty equipment would be used for vegetation removal and construction of the proposed sign foundation, which would result in temporary noise level increases while in operation. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. Standard construction equipment, such as backhoes and haul trucks, would be used on-site.

Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compressor (air)	78
Excavator	81
Generator	81
Pneumatic Tools	85

Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.

Table 2 shows maximum noise levels associated with typical construction equipment. Based on the table, activities involved in typical construction would generate maximum noise levels up to 85 dB at a distance of 50 feet. Given that the existing single-family residences to the south of the site are located over 200 feet from the proposed sign foundation, noise levels would be reduced. At a distance of 200 feet, the maximum noise level at the nearest residence would be approximately 72.96 dB.

Per Sections 8.40.060(E) and (F) of the City of Galt Municipal Code, noise generating construction activities, including truck traffic coming to and from the construction site, are limited to the hours of 6:00 AM and 8:00 PM on weekdays, and between 7:00 AM and 8:00 PM on Saturdays and Sundays. Compliance with such restrictions would ensure that construction noise associated with the proposed project would be less than significant. Operation of the proposed project would not be expected to increase noise levels in the surrounding area.

Conclusion

Based on the above, project construction noise would not conflict with the City's General Plan if not restricted to the hourly limits established by the City's Noise Ordinance. In addition, the proposed project would not generate any noise level increases during operation. Therefore, the proposed project would not result in a temporary exceedance of the standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and a **less-than-significant** impact could occur.

- b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends

on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 3, which was developed by the California Department of Transportation (Caltrans), shows the vibration levels that would normally be required to result in damage to structures. As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

Table 3			
Effects of Vibration on People and Buildings			
PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

The primary vibration-generating activities associated with the proposed project would occur during construction activities. Table 4 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would likely be the use of auger/drill rigs. At a distance of 25 feet or greater, vibration levels from such equipment would be below the 0.20 in/sec threshold recommended by Caltrans.

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration. Although noise and vibration associated with the construction phases of the project would add to the noise and vibration environment in the immediate project vicinity, construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. In addition, the proposed construction activities would occur at a distance of over 200 feet from the existing single-family residences to the south of the site. Therefore, per the vibration levels shown in Table 4, groundborne vibrations would be below the 0.20 in/sec PPV threshold established by Caltrans for architectural damage to buildings.

Based on the above, the proposed project would not expose people to or generate excessive groundborne vibration or groundborne noise levels, and a **less-than-significant** impact would occur.

- c. The nearest airport to the site is Veters Sky Ranch Airport, which is located approximately four miles southeast of the site. As such, the project site is not located within two miles of any public airports, and does not fall within an airport land use plan area. Therefore, **no impact** would occur related to the project being located within an airport land use plan or within two miles of a public airport or public use airport, thereby resulting in a safety hazard or excessive noise for people residing or working in the project area.

XIV. POPULATION AND HOUSING.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a,b. The proposed project would include the construction of an electronic media sign. The project site is located in a developed area and would not include the extension of major infrastructure. Given the nature proposed project, the project would not be anticipated to create a large number of jobs or result in an influx of new residents to the project area. In addition, the proposed project would not include the construction of new housing or the demolition of existing residences. Therefore, the project would not result in substantial unplanned population growth or the displacement of existing people or housing, and **no impact** would occur.

XV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
e. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗

Discussion

a-e. The Cosumnes Community Services District Fire Department operates eight fire stations serving the cities of Elk Grove and Galt, as well as areas of unincorporated Sacramento County covering a total of approximately 157 square miles. Two stations are located in the City of Galt: Fire Station 45 at 229 Fifth Street and Fire Station 46 at 1050 Walnut Avenue. Additionally, the Galt Police Department serves the area and is located at 455 Industrial Avenue. The Galt 2030 General Plan EIR determined that buildout of the General Plan would increase the overall demand on fire and police protection services; however, the project does not include development which would increase the demand for such services. Furthermore, the proposed project would not result in population growth, and, consequently, would not increase the demand for schools, parks, or other public facilities.

Based on the above, the proposed project would have **no impact** related to the need for new or physically altered fire protection, police protection, schools, parks, or other public facilities, the construction of which could cause significant environmental impacts.

XVI. RECREATION.

Would the project:

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

Discussion

a,b. The proposed project would include the development of an electronic media sign on a site that is currently designated for uses which are commercial in nature. The proposed project would not result in population growth that could result in increased use of existing recreational facilities, nor would the proposed project include or require construction or expansion of recreational facilities. Thus, **no impact** would occur.

XVII. TRANSPORTATION.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-d. During construction, the proposed project would generate a minor amount of traffic on local roadways. However, such construction traffic would be extremely limited, and would be temporary in nature. The proposed project does not include construction of new roadways or extension of existing roadways. In addition, the proposed project does not include development which would alter or increase demand for transit, bicycle, or pedestrian facilities. Thus, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities or with CEQA Guidelines section 15064.3, subdivision (b). Furthermore, because the project would not alter the existing circulation network, the project would not substantially increase hazards due to a geometric design feature or incompatible uses or result in inadequate emergency access.

Based on the above, the proposed project would result in a **less-than-significant** impact related to transportation.

XVIII. TRIBAL CULTURAL RESOURCES.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b. As discussed in Section V, Cultural Resources, of this IS/ND, the project site has already been subject to previous disturbance associated with development of the site with a parking lot. Based on the history of disturbance at the project site as a result of past development, tribal cultural resources are not expected to occur within the proposed disturbance area. Furthermore, the project would not involve substantial ground disturbing activities.

In compliance with AB 52 (Public Resources Code Section 21080.3.1), the City distributed project notification letters to the Wilton Rancheria and the Torres Martinez Desert Cahuilla Indian Tribe. The letters were distributed on August 29, 2019. The tribes have not requested formal consultation with the City of Galt.

Based on the above, a **less-than-significant** impact to tribal cultural resources would occur.

XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-e. Electricity for the proposed project would be provided by a new connection to an existing transformer located near the Burger King to the south of the site. The proposed project would not require the relocation or construction of new or expanded utilities. Water, wastewater, and storm drainage infrastructure would not be affected by the proposed project, as the project does not include the use of these utility features. Because the project would not require the use of such facilities. While construction of the proposed project would generate a small amount of solid waste, the waste could be accommodated by the existing landfill facilities serving the City.

Given that the proposed project is consistent with the site's current General Plan land use and zoning designations, the utility infrastructure within the project vicinity has been designed with adequate capacity to accommodate the minor increase in electricity demand from development of the proposed electronic media sign, as well as other existing and planned uses in the project area. Therefore, the project would result in a **less-than-significant** impact related to utilities and service systems.

XX. WILDFIRE.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-d. According to the CAL FIRE Fire and Resource Assessment Program, the project site is not located within or near a state responsibility area or lands classified as a Very High Fire Hazard Severity Zone (VHFHSZ).¹⁴ The nearest VHFHSZ is approximately seven miles east of the project site. Therefore, the proposed project would not be subject to substantial risks related to wildfires, and a **less-than-significant** impact would occur.

¹⁴ California Department of Forestry and Fire Protection. *Sacramento County, Very High Fire Hazard Severity Zones in LRA*. January 30, 2008.

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

Discussion

- a. As discussed in Section IV, Biological Resources, of this IS/ND, the project site has already been subject to substantial disturbance and construction of the proposed project would not further degrade the quality of the environment, substantially reduce or impact the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community or reduce the number or restrict the range of a rare or endangered plant or animal. Due to previous disturbance and development of the site, the site does not contain any known historic or prehistoric resources. Thus, the project would not eliminate important examples of the major periods of California history or prehistory. Therefore, a **less-than-significant** impact would occur.
- b. The proposed project, in conjunction with other development within the City of Galt, could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/ND, all potential environmental impacts that could occur as a result of project implementation would result in no impact or a less-than-significant level through compliance with applicable General Plan Policies and Municipal Code Standards included in this IS/ND, as well as other applicable local and State regulations. In addition, the proposed project would be consistent with the site's current land use and zoning designations. Therefore, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City of Galt, and the project's incremental contribution to cumulative impacts would be **less than significant**.
- c. As described in this IS/MND, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, and other applicable local and State regulations. In addition, as discussed in Section III, Air Quality, Section VIII, Greenhouse Gas Emissions, Section IX, Hazards and Hazardous Materials, Section XIII, Noise, and Section XVII, Transportation, of this IS/ND, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, hazardous materials, noise, and traffic. Therefore, the proposed project would result in a **less-than-significant** impact.