

# Initial Study/Mitigated Negative Declaration

## Twin Cities Road Widening Project

Prepared for  
the City of Galt



October 2012

Prepared by



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## CITY OF GALT

### Initial Study

#### BACKGROUND

1. Project Title: Twin Cities Road Widening Project
2. Lead Agency Name and Address: City of Galt  
Planning Department  
495 Industrial Drive  
Galt, CA 95632
3. Contact Person and Phone Number: Chris Erias  
Senior Planner  
(209) 366-7230
4. Project Location: Twin Cities Road  
Galt, California
5. Project Sponsor's Name and Address: Steven Winkler  
Public Works Director  
City of Galt  
495 Industrial Drive  
Galt, CA 95632
6. General Plan Designation: Future Six-Lane Expressway  
Commercial surrounding section of Twin Cities Road
7. Zoning Designation: Highway Commercial (HC) to the south (City of Galt)  
Agricultural-Residential-1 acre (AR1), Agricultural-  
Residential-5 acre (AR5), and Agricultural-20 acres  
(AG20) to the north (Sacramento County)

## SOURCES

The following documents are referenced information sources utilized by this analysis:

1. California Air Resources Board. *Climate Change Scoping Plan*. December 2008.
2. California Air Resources Board. *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document*. Approved August 24, 2011.
3. California Department of Transportation. *Transportation Related Earthborn Vibrations* (Technical Advisory, Vibration (TAV-02-01-R9601). February 20, 2002.
4. City of Galt. *City of Galt General Plan Policy Document*. April 2009.
5. City of Galt. *City of Galt 2030 General Plan EIR*. April 2009.
6. City of Galt. *Galt Municipal Code*. Amended April 20, 2010.
7. ENVIRON International Corporation. *California Emissions Estimator Model (CalEEMod) User's Guide Version 2011.1*. February 2011.
8. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. December 2009.
9. State of California, Department of Conservation. *Sacramento County Important Farmland 2010*. January 2012.
10. SWCA Environmental Consultants. *Twin Cities Road (SR-104) / Highway 99 Interchange Project Initial Study with Proposed Mitigated Negative Declaration*. August 2011.

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

The Twin Cities Road Widening Project (proposed project) is located along Twin Cities Road from east of Fermoy Way to Bergeron Road, along the northern boundary of the City of Galt (See Figure 1, Regional Project Location and Figure 2, Project Vicinity Map). The proposed project consists of adding a westbound lane on Twin Cities Road, along the aforementioned segment for the purpose of matching the existing number of eastbound lanes, as well as to modify the Twin Cities/Fermoy Way intersection, approaches, and transitions as required by appropriate design standards (See Figure 3, Project Plan). The approximate length of improvements, including turn pockets and tapers, is 1,800 feet with a total project area of 4.8 acres. Acquisition of right-of-way along the southern border of the improvement area, just north of the Galt Village main driveway, is required for the proposed project. The total area to be disturbed, which includes new pavement, stormwater drainage improvements, and reconstructed driveways, would be approximately 1.54 acres. Existing paved areas would be overlaid and/or restriped.

Implementation of the proposed project would generally include the same streetlight, curb, and gutter design along the roadway as existing. The existing sidewalk and bike lane on the southern border of the improvement area would be retained. Minor relocation of some utility lines and poles would be required. In addition, the existing drainage ditch along the northern boundary of the improvement area would be converted to a grassy swale with underlying collection pipes for drainage. A short row of trees exist along the northeastern border of the improvement area, which may be removed with implementation of the proposed project. It should be noted that the trees would be avoided as best as possible; however, in order to analyze a worst-case scenario, this Initial Study/Mitigated Negative Declaration (IS/MND) assumes removal of the trees.

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

The proposed project is along a currently developed roadway surrounded by rural residential and agricultural land uses to the north and commercial land uses to the south. An existing three- to four-foot-wide roadside ditch is located along the northern boundary of the project. According to the Land Use and Circulation Diagram from the City's General Plan, the entire area surrounding the section of roadway of the proposed project is Commercial, and the roadway is planned to be a six-lane expressway. The area within the City limits to the south of the site is zoned Highway Commercial. The parcels to the north of the site within Sacramento County are zoned Agricultural-Residential-1 acre (AR1), Agricultural-Residential-5 acre (AR5), and Agricultural-20 acres (AG20). Existing residences to the north would be the nearest sensitive receptors to the project site.

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

The proposed project includes the following discretionary actions by the City of Galt:

- Approval of the IS/MND and adoption of the Mitigation Monitoring and Reporting Plan; and
- Approval of the widening of Twin Cities Road from Fermoy Way to Bergeron Road.

The following agency permits and approvals may be required in order to implement the proposed project:

- California Department of Transportation (Caltrans) – An encroachment permit issued by Caltrans would be required.
- Regional Water Quality Control Board (RWQCB) – Permits would be required from this State agency. The RWQCB would approve Waste Discharge Requirements.
- California Department of Fish and Game (CDFG) – The CDFG would approve any necessary biological permits.
- United States Fish and Wildlife Service (USFWS) – Permits may be required from this federal

agency.

- United States Army Corps of Engineers (USACE) – Permits may be required from this federal agency.

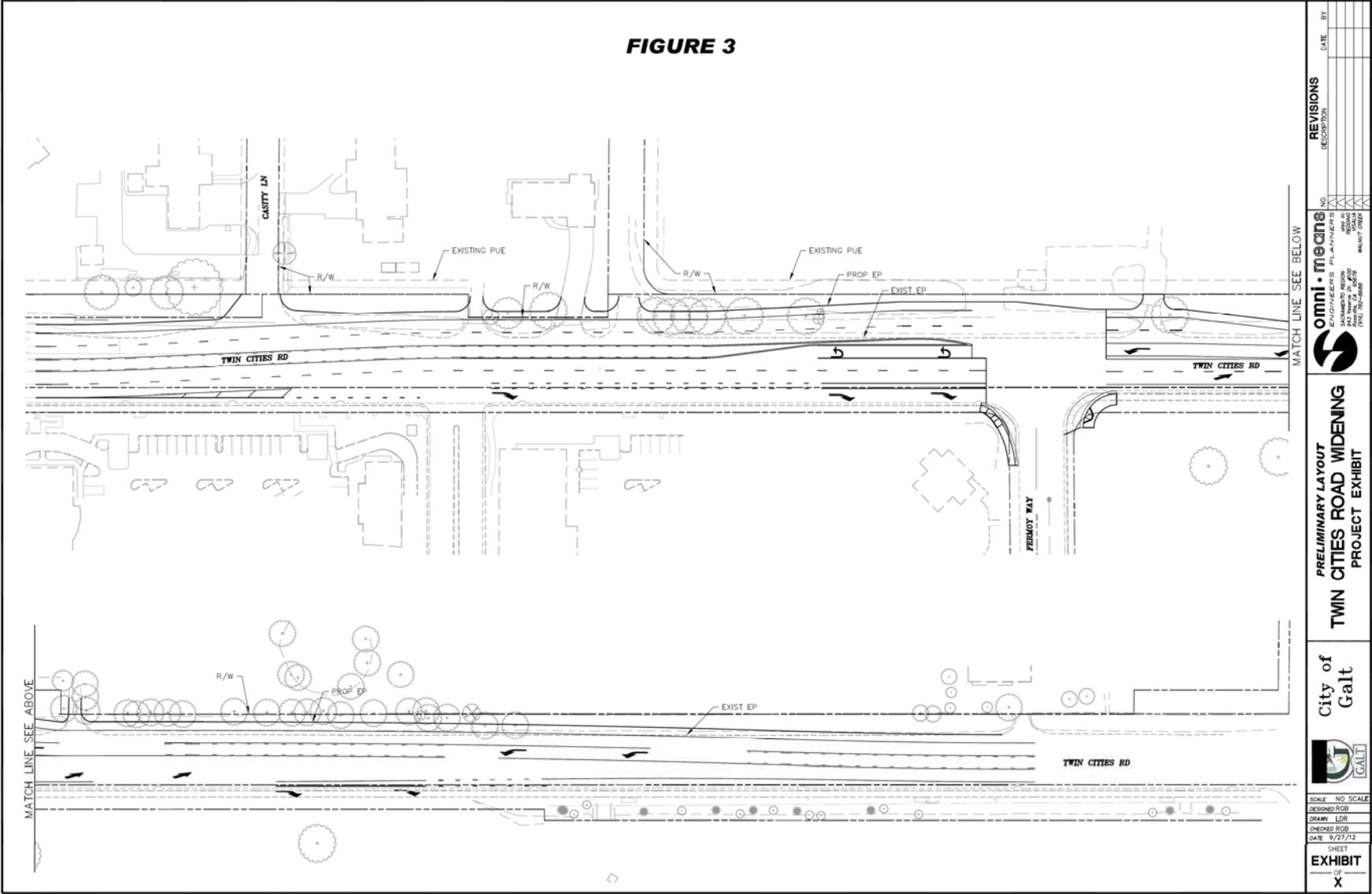
**Figure 1**  
**Regional Project Location**



**Figure 2**  
**Project Vicinity Map**



**Figure 3  
 Project Plan**



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

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

**DETERMINATION: (To be completed by the Lead Agency)**

On behalf of this initial evaluation:

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

\_\_\_\_\_  
Planner's Signature  
  
Chris Erias  
\_\_\_\_\_  
Planner's Printed Name

\_\_\_\_\_  
Date  
  
City of Galt  
\_\_\_\_\_  
For

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

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

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

**Comments:**

a-c) The project consists of widening an existing roadway. Scenic vistas, or scenic resources, including rock outcroppings and historic buildings, do not exist on or in the immediate vicinity of the improvement area. As can be seen in Figure 2, the visual quality of the surroundings is characterized primarily by existing development including the commercial center immediately south of the site. Because the use of the improvement area would not change with the proposed project, the overall visual character of the area would not be degraded. In addition, the improvement area is not located along or within view of a state scenic highway. It should be noted that a short row of trees exist along the northeastern border of the site. The trees would be avoided to the extent possible; however, if the removal of any of the trees cannot be avoided, the project would be required to comply with Section 12.20.070 of the City's Municipal Code, which requires prior permission and written approval from the Planning Director before removal of any tree, shrub, or plant within any street tree area or other public place. The project would also be required to comply with General Plan Policy COS-3.2: Mature Tree and Woodland Preservation, which indicates that the City will encourage retention of mature trees and woodlands to the maximum extent possible. Therefore, because the improvement area is already developed and the project would comply with local policies, impacts related to a scenic vista, scenic resources, State scenic highways, and degradation of the existing visual character or quality of the site and surrounding area would be considered **less-than-significant**.

d) The proposed project consists of widening an existing roadway. For roadway safety, lighting exists throughout the project area. Existing use of the improvement area would not be modified; therefore any new lighting installed as part of the proposed project would not result in a substantial increase in light or glare from what currently exists in the area. In addition, the improvement area is located directly north

of an existing commercial development. As such, the area is already subjected to light and glare associated with the adjacent commercial uses. Furthermore, the proposed project would comply with the General Plan goals and policies in the Community Character Element of the General Plan EIR designed to minimize impacts resulting from new sources of substantial light or glare, including Policy CC-1.11: Outdoor Lighting. Policy CC-1.11 states that the City shall ensure that future development includes provisions for the design of outdoor light fixtures to be directed/shielded downward and screened to avoid nighttime lighting spillover effects on adjacent land uses and nighttime sky conditions. Therefore, the creation of new sources of light and glare by the project would be considered a ***less-than-significant*** impact.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**II. AGRICULTURAL AND FOREST RESOURCES:**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- |   |     |     |     |     |
|---|-----|-----|-----|-----|
| (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?   | ( ) | ( ) | ( ) | (X) |
| (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | ( ) | ( ) | ( ) | (X) |
| (c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ( ) | ( ) | ( ) | (X) |
| (d) Result in the loss of forest land or conversion of forest land to non-forest use?   | ( ) | ( ) | ( ) | (X) |
| (e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?  | ( ) | ( ) | ( ) | (X) |

**Comments:**

a,e) The parcels north of the improvement area, within Sacramento County, are zoned Agricultural-Residential-1 acre (AR1), Agricultural-Residential-5 acre (AR5), and Agricultural-20 acres (AG20). However, the City has designated the entire area surrounding the project as Commercial and the parcels south of the area are zoned Highway Commercial. In addition, the proposed road widening would occur on land that is highly disturbed and surrounded by primarily urbanized land, and the land is

designated for a future six-lane expressway in the City's General Plan. The improvement area is not currently being used as agricultural land, and use of the area as a roadway would not be modified. As such, the improvement area is not considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance per the State Department of Conservation's Important Farmland Maps series, but is designated as "Urban and Built Up Land" and "Other Land." Underlying soils in the area are considered insufficient for agricultural production. Because the proposed improvement area is not used for agricultural purposes and surrounding areas are currently developed, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. Therefore, **no impact** related to a conflict with or conversion of existing agricultural uses or farmland would occur.

b) The parcels north of the improvement area, within Sacramento County, are zoned Agricultural-Residential-1 acre (AR1), Agricultural-Residential-5 acre (AR5), and Agricultural-20 acres (AG20). However, the improvement area is not under any Williamson Act contract and is not designated or zoned for agricultural use. Therefore, the proposed project would result in **no impact** related to a Williamson Act contract.

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY</b> -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
(a) Conflict with or obstruct implementation of the applicable air quality plan?	()	()	(X)	()
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	()	()	(X)	()
(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	()	()	(X)	()
(d) Expose sensitive receptors to substantial pollutant?	()	()	(X)	()
(e) Create objectionable odors affecting a substantial number of people?	()	()	(X)	()

**Comments:**

<p>a) A project would be considered to conflict with, or obstruct implementation of, the regional air quality plans if it would be inconsistent with the emissions inventories contained in the regional air quality plans. Emission inventories are developed based on projected increases in population growth and vehicle miles traveled (VMT) within the region. Project-generated increases in population or VMT could, therefore, potentially conflict with regional air quality attainment plans.</p> <p>The proposed project consists of widening an existing roadway, which would not directly increase the population in the area. Accordingly, an increase in VMT or vehicle trips associated with an increase in population would not occur. On the contrary, the project would help to control traffic and congestion in the area. In addition, the project is included in the City's Capital Improvement Projects (CIPs) and is, thus, consistent with the anticipated uses for the improvement area under the General Plan. Furthermore, as analyzed and determined in the discussions below, the proposed project would not result in air pollutant emissions or odors in excess of applicable air quality standards. Therefore, because an increase in VMT or vehicle trips would not result and a conflict with regional air quality plans would not occur, impacts would be considered <b>less-than-significant</b>.</p> <p>b,c) The Sacramento Metropolitan Air Quality Management District (SMAQMD)'s Guide to Air Quality Assessment in Sacramento County recommends quantification of emissions of ozone precursors reactive organic gases (ROG) and nitrous oxides (NO<sub>x</sub>), both during construction and operation of a project. Operations related to the proposed project would consist of regular roadway maintenance. Because the project is merely widening an existing roadway, the current maintenance routine would be expected to remain after implementation of the proposed project. As such, emissions related to project operations would not be expected to increase from existing levels. Due to the nature of the proposed project, an increase in air pollutant emissions would only occur during construction of the project; therefore, only construction-related emissions are included in the analysis below.</p>
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According to SMAQMD, Sacramento County is a federal severe nonattainment area and state nonattainment area for ozone and a state nonattainment area for both PM<sub>10</sub> and PM<sub>2.5</sub>. The area is federal moderate nonattainment for PM<sub>10</sub>. Table 1, below, demonstrates the SMAQMD thresholds of significance for air pollutant and precursor concentrations in pounds per day (lbs/day). As shown in the table, SMAQMD does not have a mass emissions threshold for fugitive dust and does not require quantification for projects disturbing less than 15 acres of land. However, SMAQMD utilizes the concentration based threshold for PM<sub>10</sub> and PM<sub>2.5</sub> of the California Ambient Air Quality Standards (CAAQS).

<b>Table 1 SMAQMD Thresholds of Significance (lbs/day)</b>				
	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Construction</b>				
SMAQMD Significance Threshold	--	85.00	--	--
<b>Operation</b>				
SMAQMD Significance Threshold	65.00	65.00	--	--

Construction Emissions

The proposed project would result in emissions related to construction vehicles and equipment. Estimated emissions from construction-related vehicles and equipment were obtained using the Road Construction Emissions Model, Version 7.1.1, developed by SMAQMD. The model calculates a project's emissions in pounds per day over the entire construction period, which provides units easily comparable to the SMAQMD thresholds of significance presented in the table above. The proposed project's estimated criteria air pollutant emissions are summarized in Table 2 below (See Appendix A for the Air Quality and GHG Modeling Results).

<b>Table 2 Project Construction Emissions (lbs/day)</b>				
	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Total Construction Emissions	0.4	2.5	15.5	3.3
<b>SMAQMD Significance Threshold</b>	--	<b>85.00</b>	--	--

*Source: Project's Roadway Construction Emissions Model results (See Appendix A).*

As depicted in Table 2, the project's construction-related emissions of NO<sub>x</sub> would be below the SMAQMD significance threshold of 85 lbs/day. In addition, the estimated emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would not result in significant fugitive dust emissions that would exceed CAAQS concentrations.

Operational Emissions

The proposed project consists of widening an existing roadway. Upon completion of the proposed project, only minimal operations would be required in the form of regular roadway maintenance. As discussed above, emissions related to such operations would not be expected to increase from existing levels. Therefore, a less-than-significant impact would occur related to operational air pollutant emissions.

Conclusion

As stated above, minimal operational activities would be required for the proposed project, as the project consists of widening an existing roadway. As a result, operational emissions of criteria air pollutants would not increase from existing levels. Construction-related emissions associated with the proposed

project would not exceed the applicable threshold of significance. Therefore, the proposed project would not violate any air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Consequently, the proposed project would result in a **less-than-significant** impact.

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

The nearby SR 99 could be considered a major source of diesel-exhaust particulate matter (DPM), which has been identified as a TAC. Health-related risks associated with DPM are primarily associated with long-term exposure and associated risk of contracting cancer. However, the improvement area is located over 500 feet from the nearest freeway lane, which SMAQMD does not consider a potential for exposure of sensitive receptors to associated TACs. Furthermore, the project is not introducing any new sensitive receptors that would potentially be affected by the nearby freeway traffic. Construction of the proposed project would result in the generation of DPM associated with the use of off-road diesel equipment for site grading and excavation, paving and other construction activities. However, the use of diesel powered construction equipment would be temporary and episodic, affecting only a few nearby receptors for a limited period of time. Upon completion of construction, emissions of any TACs would not occur due to implementation of the proposed project, as operations associated with sources of TACs would not occur. Furthermore, if daily emissions of NO<sub>x</sub> are below the threshold, then SMAQMD considers exhaust emissions of other pollutants to also be below thresholds. As discussed above, predicted construction-generated emissions of NO<sub>x</sub>, as well as other mobile source emissions, would be considered to have a less-than-significant impact.

In conclusion, the proposed project would not expose sensitive receptors to substantial pollutant concentrations during construction. Furthermore, the minimal maintenance operations would not emit any TACs. Therefore, impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be considered **less-than-significant**.

e) Typical sources of objectionable odor include industrial or intensive agricultural uses. The proposed project consists of the widening of an existing roadway. Although some odor may occur during construction due to the use of diesel-fueled engines and equipment, construction activities would be temporary and would only affect a few nearby receptors for a limited period of time. Upon completion of the proposed project, objectionable odors would not occur. Therefore, the project is not expected to create any objectionable odors and would not affect a substantial number of people, and a **less-than-significant** impact would result.

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

**Comments:**

a,d) The proposed project consists of widening an existing roadway segment that is surrounded by existing residences and agricultural land to the north and commercial development to the south. The highly disturbed nature of the project area discourages the existence of special-status plant species or suitable habitat for them, and, because the project area would generally remain the same as at present, functional wildlife corridors would not be anticipated to occur in the future, as none exist now.

An existing three- to four-foot-wide roadside ditch along the north side of the existing roadway supports patches of hydrophytic vegetation that include tall flatsedge; Pacific rush; Bermuda, banyard, dallis, and rabbit's-foot grasses; field bindweed; cheeseweed; knotweed; and curly dock. The USFWS determined in their March 30, 2012 Biological Opinion for the Twin Cities Road / State Highway 99 Interchange Project, which adjoins the proposed project to the west, that the "proposed project may affect, but is not likely to adversely affect the tadpole shrimp. The seasonal wetlands on-site are small and shallow and do not provide the inundation period sufficient for the tadpole shrimp to complete its life cycle." Seasonal

wetlands associated with the proposed project do not exist and the USFWS did not recognize roadside ditches as potential vernal pool crustacean habitat for the Twin Cities Road / State Highway 99 Interchange Project. Therefore, the assumption is made that the ditches adjacent to the improvement area are likewise unsuitable habitat and, thus, mitigation for potential impacts to these species is not necessary.

To the extent feasible, the project would avoid the short row of trees along the north side of the roadway; however, if total avoidance of the trees is not possible, removal of any trees could disturb nesting birds that may be using them. The only special-status species that could potentially occur in the trees is the Swainson's hawk. Consequently, the project could have a potential, significant, adverse impact, either directly or through habitat modification, on the Swainson's hawk, which is identified as a sensitive or special status species in local or regional plans, policies or regulations, and by the CDFG. Therefore, a **potentially significant** impact would occur.

Mitigation Measure(s)

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

IV-1. *If construction is proposed during breeding season (March-August), a pre-construction raptor nest survey shall be conducted within 30 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests in the project site vicinity. The results of the survey shall be submitted to CDFG and the City Planning Department. If active nests are not found during the pre-construction survey, further mitigation is not required. If active nests are found, a temporary nest disturbance buffer shall be established in consultation with CDFG. If project-related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season (approximately March 1 to September 1), an on-site biologist experienced with raptor behavior shall monitor the nest, and shall, along with the project proponent, consult with the CDFG to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed to proceed within the temporary nest disturbance buffer if raptors are not exhibiting agitated behavior such as defensive flights at intruders, getting up from a brooding position, or flying off the nest. The biologist shall be on-site daily while construction is taking place and shall have the authority to stop work if raptors are exhibiting agitated behavior. In consultation with the CDFG and depending on the behavior of the raptors, over time the determination may be made that the on-site biologist/monitor may no longer be necessary due to the raptors' acclimation to construction-related activities. Any trees containing nests that must be removed as a result of project implementation shall be removed during the non-breeding season (October to February). Trees greater than six inches dbh planned for removal shall be removed between September 1 and March 1 to ensure that active raptor nests are not removed as a result of construction-related activities.*

b,c) An existing three- to four-foot-wide roadside ditch, which occurs along the northern side of the proposed road widening project, supports patches of hydrophytic vegetation described above. The planned construction of 0.191 acres of new ditch to offset the filling of 0.134 acres of existing ditch would more than compensate for the project's temporary impacts to this feature. The USACE did not claim jurisdiction over the existing ditch in their April 13, 2012 Clean Water Act, Section 404 permit for the adjacent Interchange Project and the Central Valley Regional Water Quality Control Board (RWQCB) accepted ditch replacement as mitigation for impacts to these features. Consequently, with ditch replacement a component of the proposed road widening, impacts on riparian habitat or federally protected wetlands from the filling of the ditches would result in a **less-than-significant** impact to the features.

e) To the extent feasible, the project would avoid the short row of trees along the northern edge of the roadway; however, if total avoidance of the trees is not possible, removal of one or more of the trees may be required. Removal of any trees would comply with: (1) Section 12.20.070 of the City's Municipal Code, requiring prior permission and written approval from the Planning Director before removal of any

tree, shrub, or plant within any street tree area or other public place; and (2) General Plan Policy COS-3.2: Mature Tree and Woodland Preservation, which indicates that the City will encourage retention of mature trees and woodlands to the maximum extent possible. Because the project would comply with the City's Municipal Code and General Plan policies related to tree preservation, the project's impact to oak woodlands would be ***less-than-significant***.

f) The project site is located in an area that does not have an approved Habitat Conservation Plan, Natural Community Conservation Plan, or local, regional, or state habitat conservation plan. The City of Galt is working with surrounding jurisdictions to prepare the South Sacramento Habitat Conservation Plan, which is not yet an adopted Plan. Therefore, the project's impact would be ***less-than-significant***.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b><u>V. CULTURAL RESOURCES</u></b> -- Would the project:				
(a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	()	(X)	()	()
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	()	(X)	()	()
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	()	(X)	()	()
(d) Disturb any human remains, including those interred outside of formal cemeteries?	()	(X)	()	()

**Comments:**

a-d) The improvement area is a currently developed roadway that has been used and disturbed for many years, and the proposed project would consist of widening the existing roadway. Immediately adjacent to the improvement area are existing commercial land uses to the south and residential and agricultural land uses to the north. Due to the highly disturbed nature of the improvement area, the likelihood of historical or archaeological resources existing in the area is very low. However, the potential exists for previously unidentified cultural resources to be encountered on or below the surface of the disturbance area that could be inadvertently damaged or lost during grading and construction. Therefore, a **potentially significant** impact could occur to unknown archaeological and paleontological resources as well as the disruption of human remains during grading and excavation activities.

Mitigation Measure(s)

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

V-1. *Prior to the issuance of a grading permit, the project's improvement plans shall include notes (per California Health & Safety Code, Section 7050.5, Government Code 27491, and Public Resource Code Section 5097.98) indicating that if historic and/or cultural resources, including human remains, are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the project contractor shall immediately notify the City Planning Department of the discovery. In the case of an archeological, prehistoric, or historic discovery, the City Public Works Department shall be required to retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City Planning Department for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken.*

V-2. *Pursuant to State Health and Safety Code §7050.5(c) State Public Resources Code §5097.98, if human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the Sacramento County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person believed to be the most likely descendant. The most likely descendant shall work with the contractor to develop*

*a program for re-interment of the human remains and any associated artifacts. Additional work is not to take place in the immediate vicinity of the find, which shall be identified by the qualified archaeologist, until the identified appropriate actions have been implemented.*

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

**Comments:**

a-c) The City of Galt's topography is relatively flat and the City is not located within an Alquist-Priolo Earthquake Fault Zone, nor is the City located in the immediate vicinity of an active fault. The nearest mapped fault to the site is the Midland Fault and the nearest active fault is the Clayton-Marsh Creek-Greenville Fault, which is located over 45 miles southwest of the improvement area. According to the Galt 2030 General Plan EIR, ground shaking hazards are considered to be low. The City is located in Seismic Risk Zone 3, and although within Zone 3 the potential for earthquakes is low, the possibility for major damage exists.

The proposed project consists of widening an existing roadway surrounded by other existing development. Structures are not included in the project and implementation of the project would not result in an increase in population in the area. The roadway would be constructed according to all applicable building codes, as well as the General Plan Safety Element goals and policies. Therefore, people and structures would not be exposed to potential substantial adverse effects involving strong seismic ground shaking or failure, and a **less-than-significant** impact would occur.

d,f,g) The topography of the improvement area is level and steep slopes do not occur within the improvement area. As a result, landslides would not occur. The project would not substantially alter the elevations, area disturbed, or nature of development within the improvement area. As such, low potential for geologic or soil-related impacts exists within the improvement area. In addition, according to the analysis prepared for the Twin Cities Road (SR-104) / Highway 99 Interchange Project, located directly west of the proposed improvement area, soils generally underlying the site are riverbank formation, alluvial deposits consisting of hard lean clay and dense sand, interspersed with localized fill associated with the existing infrastructure. Such soils are relatively uniform, are not particularly erosive, and do not pose risks associated with low permeability, corrosion, or other limits on construction. Settlement potential is considered low as well. In conclusion, impacts related to landslides, liquefaction, lateral spreading, subsidence, collapse, and expansive soil would be considered **less-than-significant**.

e) The project consists of widening an existing roadway and is located directly adjacent to developed areas. Construction of the project, including ground-disturbing activities such as grading and paving would temporarily increase the risk of erosion if wind or water disturbs the site. When disturbed, the project area would be expected to have a moderate to severe erosion hazard potential due to underlying soil types. However, the project would include both temporary and permanent erosion control techniques. Policy PFS-4.6 of the Galt 2030 General Plan requires new development projects to prepare an erosion control plan. In addition, policy COS-1.12 requires new development to implement BMPs that would help minimize soil erosion during construction and grading related activities. The Galt 2030 General Plan EIR determined that with implementation of the above policies, including requiring all new developments to submit a Grading Plan, Erosion Control Plan and SWPPP, the impact would be less-than-significant. The proposed project is subject to the issuance of a Grading Permit and approval of the ancillary erosion and sediment control plan and SWPPP, in accordance with Chapter 16.30 of the Galt Municipal Code. Therefore, any impacts related to soil erosion would be considered **less-than-significant**.

h) The project consists of widening an existing roadway. Septic tanks or any type of wastewater disposal would not be required for the project, as the project does not require any operations. Therefore, **no impact** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b><u>VII. GREENHOUSE GAS EMISSIONS</u></b> -- Would the project:				
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	( )	( )	(X)	( )
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	( )	( )	(X)	( )

**Comments:**

a,b) Emissions of greenhouse gases (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. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Climate Solutions Act of 2006 (Stats. 2006, ch. 488) (Health & Saf. Code, § 38500 et seq.). AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for its implementation to the California Air Resources Board (CARB) and directs CARB to enforce the statewide cap. In accordance with AB 32, CARB prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008. In 2011, the *Functional Equivalent Document* for the Scoping Plan was amended and the Scoping Plan was re-approved August 24, 2011. The Scoping Plan provides the outline for actions to reduce California's GHG emissions. Based on the reduction goals called for in the Scoping Plan, 169 million metric tons of CO<sub>2</sub> equivalent (MMTCO<sub>2</sub>e), or a 15 percent reduction, in GHG levels relative to a Business As Usual (BAU) scenario would be required to meet 1990 levels by 2020. The BAU scenario in the Scoping Plan was based on 2005 emissions projections. It should be noted that the *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document* includes updated projected BAU emissions based on more recent (2010) data. According to the supplemental report, a 16 percent reduction below the revised estimated BAU levels would be necessary to return to 1990 levels by 2020.

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

Implementation of the proposed project would contribute to increases of GHG emissions during construction only, as the minimal operation activities associated with maintenance of the roadway would not create emissions in excess of what currently occurs for the project area. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Due to the size of the proposed project, the project's construction-related GHG contribution to global climate change would be considered negligible on the overall global emissions scale. Therefore, the project is not expected to substantially hinder the State's ability to attain

the state-wide GHG reduction goal or result in any significant impacts related to construction GHG emissions. Nevertheless, the project's construction-related GHG emissions have been estimated for discretionary purposes. The estimated GHG emissions attributable to construction of the proposed project would be associated with increases of CO<sub>2</sub> from construction vehicles and equipment. Consistent with SMAQMD guidance, construction emissions were estimated using the Road Construction Emissions Model, Version 7.1.1. Estimated emissions from the model results are expressed tons per the entire construction project, but have been converted to annual metric tons of CO<sub>2</sub> equivalent units of measure (i.e., MTCO<sub>2</sub>e), which is the industry standard measurement units for GHG emissions. Table 3 below presents the proposed project's construction-related GHG emissions.

<b>Table 3</b>	
<b>Project Construction GHG Emissions</b>	
	<b>Annual CO<sub>2</sub> emissions (MTCO<sub>2</sub>e)</b>
<b>TOTAL GHG Emissions</b>	<b>25.58</b>
<i>Source: Project's Roadway Construction Emissions Model results (See Appendix A).</i>	

As stated above, construction-related GHG emissions are a one-time release and are, therefore, not expected to generate a significant contribution to global climate change. In addition, the project would help control congestion on area roadways, which would help reduce the air pollution, including GHG emissions, due to vehicles in the immediate vicinity. Furthermore, the project is included in the City's Capital Improvement Projects (CIPs) and is, thus, consistent with the anticipated uses for the improvement area under the General Plan. Therefore, the proposed project's GHG emissions would not be expected to conflict with the State's goal per AB 32 or any other plans or regulations for reducing GHG emissions, and a **less-than-significant** impact would result.

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

**Comments:**

a,b) The proposed project consists of widening an existing roadway. Transport, use, or disposal of any hazardous materials is not required or proposed for the project. However, because the roadway was built in the 1960s, the likelihood that surface soils along the roadway are affected by deposition of aerial lead is high. In addition, the pavement markings consist of yellow paint and possibly thermoplastic stripes that contain lead. Therefore, prior to removal and/or disposal of such materials, further testing to determine levels of lead would be required. As such, a **potentially significant** impact associated with hazards to the public related to the routine transport, use, disposal, accidental upset, or emissions of

hazards and hazardous materials would occur.

Mitigation Measure(s)

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

*XIII-1. Prior to any soil disturbing activities, the City Public Works Department shall ensure that surface samples of soil are collected and analyzed for total lead. If pavement markings are to be removed, the material shall be treated as potentially hazardous and disposed of accordingly.*

c) The proposed project would not emit any hazardous emissions and implementation of the required mitigation measures would reduce any impacts related to the handling of hazardous materials. Furthermore, the nearest school is Lake Canyon Elementary, which is located approximately 0.5-mile from the improvement area. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and **no impact** would occur.

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

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

g) Although the project would alter the existing street system, the improvements to the roadway would facilitate better circulation in the area, which could benefit any adopted emergency response plan or emergency evacuation plan. Construction of the project would be temporary and would not interfere with evacuation or response routes used by emergency response teams. Therefore, a **less-than-significant** impact would result.

h) According to the Galt 2030 General Plan EIR (p. 10-18), portions of the City that are urbanized or used for irrigated agricultural practices are not at high risk for wildland fires. The improvement area is currently developed and surrounded by existing development. Therefore, because the project is located in an urbanized area, a **less-than-significant** impact related to wildland fires would occur.

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

**Comments:**

a,f) Surface water quality can be adversely affected by erosion during project construction. Construction activities disturbing one or more acres are required under the federal Clean Water Act to comply with the State Water Resources Control Board (SWRCB) General Construction Activity Stormwater Discharge Permit. The proposed project would disturb approximately 1.54 total acres and, thus, would be subject to the requirements of the General Construction Activity Stormwater Permit.

The State's General Construction Activity Stormwater Permit requires development and implementation of a SWPPP to be prepared for the site. A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address non-point source pollution impacts of the development project. In addition, the proposed project would comply with provisions of the National Pollutant Discharge Elimination System (NPDES) permit to avoid and minimize any potential violations of water quality standards or waste discharge requirements.

The City of Galt has a Phase 1 NPDES stormwater permit and is part of the Sacramento Stormwater Quality Partnership (SSQP). The City of Galt is regulated by Order No. R5-2002-0206 NPDES No. CAS082597, "Waste Discharge Requirements for County of Sacramento and Cities of Citrus Heights, Elk Grove, Folsom, Galt and Sacramento Storm Water Discharges From Municipal Separate Storm Sewer Systems Sacramento County" issued by the Central Valley Regional Water Quality Control Board (CVRWQCB). However, the City of Galt Municipal Separate Storm Sewer System (MS4) is noncontiguous with other MS4s and is surrounded by rural and agricultural areas that are not subject to NPDES regulations.

The City of Galt participates in the County-wide Sacramento Stormwater Quality Improvement Program (SQIP), which was established in 1990 to reduce the pollution carried by stormwater into local creeks and rivers. The SQIP is based on the NPDES municipal stormwater discharge permit. The comprehensive SQIP includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations.

The proposed project would be required to implement any applicable goals, policies, and BMPs set forth by the programs. The project's compliance with the requirements of the SWRCB, the SQIP, and the City's Stormwater Management Program would ensure that construction activities would not result in degradation of downstream water quality. Therefore, a **less-than-significant** impact related to water quality and waste discharge requirements would result.

b) The proposed project consists of the widening of an existing roadway, and, once implemented, would not require any groundwater supplies. As such, a demand for water would not occur and groundwater supplies would not be depleted. Although the project would increase the area of impervious surfaces along the roadway, project design includes improvements to the existing stormwater drainage, which would collect stormwater from the roadway. The stormwater would eventually be released to downstream waterways, allowing for groundwater recharge. Nevertheless, due to the size of the project, the additional impervious surfaces would not substantially interfere with groundwater recharge. Therefore, a **less-than-significant** impact would occur. See Section XVIII (d) of this Initial Study (IS) for further discussion concerning water supply.

c-e) The project consists of widening an existing roadway. The existing drainage ditch along the northern boundary of the improvement area would be converted to a grassy swale with underlying collection pipes for drainage and would serve the same purpose as the existing drainage. As such, the drainage pattern of the improvement area would not be substantially altered and would not result in an increased potential for erosion or siltation on- or off-site. It should be noted that during construction, the project would implement the appropriate erosion control practices as explained in the discussion above. Widening of the roadway would increase the impervious surfaces at the improvement area, which would result in a slight increase in runoff. However, the rate of the runoff would not be expected to change. Due to the size of the project, the slight increase in stormwater that may result from an increase in impervious surfaces would not be expected to cause the stormwater drainage system to exceed capacity. In addition, as the uses on-site would not be modified, the amount of polluted runoff would not

be expected to substantially increase from existing conditions. As a result, the proposed project's impacts would be **less-than-significant**.

g-i) The proposed project is located on an existing roadway, and consists of the widening of the roadway. As such, housing or any other structures are not proposed for the project. Thus, placing housing or structures within a 100-year floodplain would not occur. Furthermore, the project is not located within a flood hazard area according to the Federal Emergency Management Agency (FEMA). Therefore, the proposed project would result in a **less-than-significant** impact related to exposure of people or structures to a significant risk of loss, injury or death involving flooding.

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

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

**Comments:**

a) The project consists of widening an existing roadway and is located directly adjacent to developed areas. Construction of the project, including ground-disturbing activities such as grading and paving would temporarily increase the risk of erosion if wind or water disturbs the site. When disturbed, the project area would be expected to have a moderate to severe erosion hazard potential due to underlying soil types. However, the project would include both temporary and permanent erosion control techniques. Policy PFS-4.6 of the Galt 2030 General Plan requires new development projects to prepare an erosion control plan. In addition, policy COS-1.12 requires new development to implement BMPs that would help minimize soil erosion during construction and grading related activities. The Galt 2030 General Plan EIR determined that with implementation of the above policies, including requiring all new developments to submit a Grading Plan, Erosion Control Plan and SWPPP, the impact would be less-than-significant. The proposed project is subject to the issuance of a Grading Permit and approval of the ancillary erosion and sediment control plan and SWPPP, in accordance with Chapter 16.30 of the Galt Municipal Code. Therefore, any impacts related to soil erosion would be considered ***less-than-significant***.

b-d) The project consists of widening an existing roadway, which would increase the impervious surfaces within the improvement area and, as a result, a slight increase in the amount of stormwater runoff would be expected. However, the use of the improvement area would not be modified. As a result, although the amount of runoff would slightly increase, the level of pollutants in the stormwater runoff from the roadway would not be expected to increase from existing levels as a result of the proposed project. In addition, the existing stormwater drainage system would be converted to a grassy swale with underlying collection pipes for drainage, which would continue to effectively capture and treat storm water runoff prior to its entry into the receiving storm water system. As such, the potential for the impairment of the beneficial uses of receiving waters would be the same as existing and would not increase upon completion of the proposed project. Construction of the project would be temporary and, as discussed above, would be required to comply with local policies, including submitting a Grading Plan, Erosion Control Plan and SWPPP. Therefore, the proposed project would have a ***less-than-significant*** impact related to stormwater runoff.

e) As stated above, a slight increase in the amount of stormwater runoff would be expected within the improvement area, as the project would increase the impervious surfaces in the area. Although the volume of stormwater may slightly increase, the improvement area is relatively flat and the existing use would not be modified. As such, the velocity of stormwater would not be expected to be modified as a result of the proposed project. In addition, as stated above, the project would comply with local policies, including submitting a Grading Plan, Erosion Control Plan and SWPPP, which would ensure that any stormwater runoff from the site would not cause environmental harm or increase the potential for erosion on the improvement area or surrounding areas. Therefore, the proposed project would have a ***less-than-significant*** impact related to changes in the flow velocity or volume of storm water runoff.

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

**Comments:**

<p>a) The proposed improvement area and surrounding areas are currently developed, and the improvement area facilitates circulation in the area. Given the developed condition of the improvement area as well as the site's immediate vicinity, the project would have <b>no impact</b> related to the physical division of an established community.</p> <p>b) The proposed improvement area is currently developed and existing developments surround the area. Development of the project would not involve any identifiable potential for conflict with surrounding land uses, as the project would not change land uses in the area. In addition, the project is included in the City's CIPs and is, thus, consistent with the anticipated uses for the improvement area under the General Plan. According to the Land Use and Circulation Diagram from the City's General Plan, the roadway is planned to be a six-lane expressway. The County and City's policies for maintaining reasonable levels of service would be promoted by the improvements to the roadway. Therefore, the proposed project would not conflict with any applicable land use plans, policies, or regulations and would result in <b>no impact</b>.</p> <p>c) The improvement area is located in an area that does not have an approved habitat conservation plan, natural community conservation plan, or local, regional, or state habitat conservation plan. The City of Galt is working with surrounding jurisdictions to prepare the South Sacramento Habitat Conservation Plan, which is not yet an adopted Plan. Therefore, <b>no impact</b> related to a habitat conservation plan or natural community conservation plan would occur.</p>
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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. MINERAL RESOURCES -- Would the project:</b>				
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	()	()	()	(X)
(b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	()	()	()	(X)

**Comments:**

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

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

**Comments:**

a,c) The existing noise environment in the project vicinity is defined primarily by noise from SR 99, existing vehicular traffic along Twin Cities Road, and existing commercial uses in the project area. Residences located along the northern border of the improvement area would be the nearest sensitive receptors. Traffic on the roadway would be moved slightly closer to the nearest residences located north of the proposed improvement area. However, once constructed, the project would not directly generate any new noise or increase traffic on the roadway. The general noise levels associated with traffic on the proposed project's segment of Twin Cities Road would not experience a change as a result of the project. Therefore, the noise levels experienced by the closest residence to the existing roadway would not be expected to significantly increase as a result of the proposed project. In addition, the project is included in the City's CIPs and is, thus, consistent with the anticipated uses for the improvement area under the General Plan. According to the Land Use and Circulation Diagram from the City's General Plan, the roadway is planned to be a six-lane expressway. Thus, the proposed project would result in a **less-than-significant** impact regarding a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

b) Vibration-generating activities are anticipated during construction of the proposed project. The sensitive receptors located immediately north of the improvement area could be impacted by construction-related vibrations, especially vibratory compactors/rollers. Construction activities would be temporary in nature and would likely occur during normal daytime working hours. Upon completion of the project, groundborne vibration or groundborne noise would not occur as a result of the proposed project.

The types of construction vibration impact include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. Table 4 shows the typical vibration levels produced by construction equipment.

Table 4 indicates that construction vibration levels are less than the 0.2 in/sec peak particle velocity threshold of damage to buildings at distances of 25 feet. The following is an excerpt from the Caltrans Technical Advisory, TAV-02-01-R9601, regarding construction vibrations:

With the exception of a few instances involving pavement breaking, pile driving, all Caltrans construction vibration measurements have been below the 5 mm/s (0.2 in/sec) architectural damage risk level for continuous vibrations. The highest measured vibration level was 73.1 mm/s (2.88 in/sec) at 3 m (10 ft) from a pavement breaker. This instance marked the only time that the single event safe level of 50 mm/s (2 in/sec) was exceeded during vibration monitoring by Caltrans. Other construction activities and equipment, such as D-8 and D-9 Caterpillars, earthmovers and haul trucks have never exceeded 2.5 mm/s (0.10 in/sec) or one half of the architectural damage risk level, at 3 m (10 ft).

Based upon the information in Table 4 and the Caltrans Technical Advisory, construction vibrations may exceed safe thresholds at adjacent sensitive receptors. In addition, extended use of vibratory equipment in close proximity to residential receptors could be a source of annoyance. Because construction activities would result in periods of elevated vibration levels, impacts would be considered **potentially significant**.

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

**Mitigation Measure(s)**

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

- XIII-1. *Construction activities shall adhere to the requirements of the City of Galt with respect to hours of operation, muffling of internal combustion engines, and other factors that affect construction noise generation and its effects on noise-sensitive land uses. Prior to issuance of grading permits, these criteria shall be included in the grading plan submitted by the contractor for the review and approval of the City Public Works Department.*
  
- XIII-2. *During construction, the City Public Works Department shall designate a disturbance coordinator and conspicuously post this person's number around the project site and in adjacent public spaces. The disturbance coordinator will receive all public complaints about construction noise disturbances and will be responsible for determining the cause of the complaint, and implement feasible measures to be taken to alleviate the problem. The disturbance coordinator shall report all complaints and corrective measures taken to the Planning Director.*

d) Construction of the proposed project would temporarily add to the noise environment in the immediate project vicinity. Activities involved in construction would generate maximum noise levels ranging from 80 to 89 dB at a distance of 50 feet. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Construction activities are conditionally exempt from the City of Galt Noise Ordinance standards during the hours of 6:00 a.m. to 8:00 p.m. on Monday through Friday, and from 7:00 a.m. to 8:00 p.m. on Saturdays and Sundays. Accordingly, consistent with City standards, construction activities would occur during normal daytime working hours only. Therefore, because construction noise would be temporary, exempt from City noise standards, and would not cause a substantial increase in ambient noise levels in the project vicinity, impacts would be considered ***less-than-significant***.

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

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

**Comments:**

a-c) The proposed project consists of widening of an existing roadway. As such, development of the proposed project would not result in any direct effect on population and would not involve the creation of any new housing or employment opportunities within the City. Housing does not currently exist on the improvement area and adjacent buildings would not be demolished as part of the proposed project. Therefore, the project would not induce population in the area nor displace housing or people, and **no impact** would occur related to population and housing.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. PUBLIC SERVICES</b> -- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
(a) Fire protection?	()	()	()	(X)
(b) Police Protection?	()	()	()	(X)
(c) Schools?	()	()	()	(X)
(d) Parks?	()	()	()	(X)
(e) Other public facilities?	()	()	(X)	()

**Comments:**

a-d) The proposed project involves the widening of an existing roadway, which would not introduce new residents to the project area; therefore, the project would neither directly nor indirectly result in an increased demand for fire or police protection services, schools, parks, or other public facilities. In addition, the improvements to the roadway would facilitate better circulation, which could benefit emergency fire and police response times. Therefore, the proposed project would have **no impact** regarding the provision of new or physically altered fire protection, police protection, schools, or park services and facilities.

e) Various facilities and services within the City are installed and/or maintained by the City of Galt Public Works Department, including streets, transit services, and public utilities services. The project consists of widening an existing roadway, which would include relocating any associated gutters and curbs. In addition, the existing drainage ditch along the northern boundary of the improvement area would be converted to a grassy swale with underlying collection pipes. However, because the relocated ancillary features and drainage improvements would still be along the right-of-way, impacts related to physically altering public facilities would be considered **less-than-significant**.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b><u>XVI. RECREATION --</u></b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	()	()	()	(X)
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have been ad adverse physical effect on the environment?	()	()	()	(X)

**Comments:**

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

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

**Comments:**

a,b) The proposed project consists of adding a westbound lane on Twin Cities Road, along the an existing roadway segment. Implementation of the project would match the existing number of eastbound lanes, as well as modify the Twin Cities/Fermoy Way intersection, approaches, and transitions as required by appropriate design standards. An increase in traffic volumes along the roadway is not

anticipated as a result of the proposed project. However, the project would allow for a higher performance of the circulation system and would facilitate better circulation. It should be noted that the project is anticipated in the City's General Plan and is part of the City's CIPs. Therefore, the proposed project would not conflict with an applicable plan, ordinance or policy or with an applicable congestion management program, and a **less-than-significant** impact would occur.

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

d,e) The proposed project consists of widening an existing roadway. New tight curves or intersections are not proposed for the project and land uses on and around the improvement area would not be modified. As such, hazards from design features would not result with implementation of the proposed project. Because the existing accesses to nearby developments or other surrounding roadways would not be modified as part of the proposed project, emergency access would remain adequate. Furthermore, the proposed roadway improvements would facilitate better circulation, which could benefit emergency access in the area. Therefore, **no impact** would occur related to design hazards and emergency access.

f) Implementation of the proposed project would not directly or indirectly induce population in the area. As such, the project would not generate new transit riders, bicycle riders, or pedestrians in the area. Therefore, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and impacts would be considered **less-than-significant**.

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

**Comments:**

a,b,d,e)	The proposed project consists of widening an existing roadway. As such, the project would not generate wastewater and would not involve a demand for water; thus, construction of new water or wastewater treatment facilities or expansion of existing facilities would not be required. Similarly, the project would not affect water supplies or wastewater treatment capacity in the area. Because wastewater would not be generated, wastewater treatment requirements would not be exceeded as a result of the proposed project. Therefore, the project would have a <b>less-than-significant</b> impact related to water and wastewater services.
c)	The existing drainage facilities along the northern border of the site would be converted to a grassy swale with underlying collection pipes as part of the proposed project, which would serve the same purpose as current conditions. Although the project would include improvements to the existing drainage facilities, construction BMPs and mitigation measures in this IS/MND would ensure that any impacts related to construction of the project would be reduced to a less-than-significant level. As a result, the proposed project would have a <b>less-than-significant</b> impact related to the construction of new stormwater drainage facilities or expansion of existing facilities.
f,g)	As the proposed project consists of the widening of an existing roadway, solid waste would not

be generated by the project. As a result, the project would not require solid waste disposal and would not conflict with federal, state, and local statutes and regulations related to solid waste. Therefore, ***no impact*** related to solid waste would occur.

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

**Comments:**

<p>a) Given the developed condition of the improvement area and the fact that operations are not required, the proposed project would have a low 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, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. As a result of the above, the proposed project would have a <b>less-than-significant</b> impact.</p> <p>b,c) This IS/MND demonstrates that the proposed project would not be expected to result in adverse impacts to human beings, either directly or indirectly. In addition, all impacts identified in this IS/MND would be less-than-significant, or reduced to less-than-significant levels with implementation of mitigation measures, and the project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. Therefore, the project's impact would be considered <b>less-than-significant</b>.</p>
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# Appendix A

## Road Construction Emissions Model, Version 7.1.1

Emission Estimates for -> Twin Cities Road Widening				Total	Exhaust	Fugitive Dust	Total	Exhaust	Fugitive Dust	CO2 (lbs/day)
Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)	PM2.5 (lbs/day)	PM2.5 (lbs/day)	CO2 (lbs/day)
Grubbing/Land Clearing	0.4	2.1	2.5	15.5	0.1	15.4	3.3	0.1	3.2	408.9
Grading/Excavation	0.4	2.0	2.2	15.5	0.1	15.4	3.3	0.1	3.2	391.2
Drainage/Utilities/Sub-Grade	0.4	2.0	2.2	15.5	0.1	15.4	3.3	0.1	3.2	392.9
Paving	0.4	2.0	1.4	0.1	0.1	-	0.1	0.1	-	310.5
Maximum (pounds/day)	0.4	2.1	2.5	15.5	0.1	15.4	3.3	0.1	3.2	408.9
Total (tons/construction project)	0.0	0.1	0.2	0.9	0.0	0.9	0.2	0.0	0.2	28.2

Notes: Project Start Year -> 2013  
 Project Length (months) -> 6  
 Total Project Area (acres) -> 5  
 Maximum Area Disturbed/Day (acres) -> 2  
 Total Soil Imported/Exported (yd<sup>3</sup>/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

Emission Estimates for -> Twin Cities Road Widening				Total	Exhaust	Fugitive Dust	Total	Exhaust	Fugitive Dust	CO2 (kgs/day)
Project Phases (Metric Units)	ROG (kgs/day)	CO (kgs/day)	NOx (kgs/day)	PM10 (kgs/day)	PM10 (kgs/day)	PM10 (kgs/day)	PM2.5 (kgs/day)	PM2.5 (kgs/day)	PM2.5 (kgs/day)	CO2 (kgs/day)
Grubbing/Land Clearing	0.2	0.9	1.1	7.1	0.1	7.0	1.5	0.1	1.5	185.9
Grading/Excavation	0.2	0.9	1.0	7.1	0.1	7.0	1.5	0.0	1.5	177.8
Drainage/Utilities/Sub-Grade	0.2	0.9	1.0	7.1	0.1	7.0	1.5	0.1	1.5	178.6
Paving	0.2	0.9	0.6	0.0	0.0	-	0.0	0.0	-	141.1
Maximum (kilograms/day)	0.2	0.9	1.1	7.1	0.1	7.0	1.5	0.1	1.5	185.9
Total (megagrams/construction project)	0.0	0.1	0.1	0.8	0.0	0.8	0.2	0.0	0.2	25.6

Notes: Project Start Year -> 2013  
 Project Length (months) -> 6  
 Total Project Area (hectares) -> 2  
 Maximum Area Disturbed/Day (hectares) -> 1  
 Total Soil Imported/Exported (meters<sup>3</sup>/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.