

2030 Galt General Plan Policy Document

Final



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Prepared by:

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Please visit the City's website for more information
on the General Plan: www.ci.galt.ca.us



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City of Galt

April 2009

Prepared by:

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In Association With:





City of Galt General Plan
POLICY DOCUMENT

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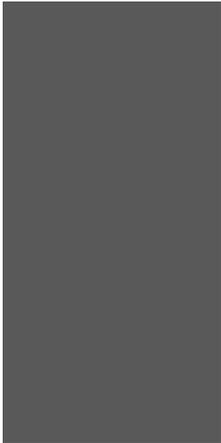
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Part I General Plan Summary



Part I of the General Plan Policy Document provides an overview of the purpose of the General Plan and how the Plan is implemented, revised, and amended. This also includes a summary of Galt’s regional setting, planning area, historic planning efforts, and development patterns.



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Introduction

Organization of the General Plan

This General Plan sets out a long-term vision for Galt's growth and outlines policies, standards, and programs to guide day-to-day decisions concerning Galt's development through the year 2030. Designed to meet State planning requirements, the General Plan consists of two documents: the Existing Conditions Report and the Policy Document. The Existing Conditions Report (found under separate cover) inventories and analyzes the existing conditions and trends in Galt, and provides the formal supporting documentation for general plan policies. The Existing Conditions Report addresses the following ten subject areas:

- Chapter 1: Introduction
- Chapter 2: Economic Conditions
- Chapter 3: Community Character
- Chapter 4: Land Use and Demographics
- Chapter 5: Circulation and Transportation
- Chapter 6: Public Facilities and Services
- Chapter 7: Housing
- Chapter 8: Natural Resources
- Chapter 9: Historic Resources
- Chapter 10: Public Health and Safety

This General Plan Policy Document is divided into two main parts. Part I is a summary of the General Plan, describing the nature and purpose of the plan, highlighting the guiding principles of the plan, and outlining the plan's main proposals. It does not constitute formal general plan policy, but is rather a guide to understanding and interpreting Part II of the Policy Document.

Part II contains explicit statements of goals, policies, standards, implementation programs, and quantified objectives that constitute the formal policy of the City of Galt for land use, development, and environmental quality. Part II is divided into ten elements as follows:

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

Each element includes several goal statements relating to different sub-issues or different aspects of the topic addressed in the chapter. For each goal statement

there are several policies that amplify the goal statement. Implementation programs are listed in a table at the end of each element and describe briefly the proposed action, the City agencies or departments with primary responsibility for carrying out the program, and the time frame for accomplishing the program. The Land Use Element contains the Land Use and Circulation Diagram, describes the designations and roadway classifications appearing on the Diagram, and outlines the standards of population density and building intensity for these land use designations. The Housing Element also includes a statement of quantified housing objectives required by State law as part of the housing element.

The following definitions describe the nature of the statements of goals, policies, standards, implementation programs, and quantified objectives as they are used in this document:

- **Goal.** The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.
- **Policy.** A specific statement in text or diagram guiding action and implying clear commitment.
- **Standard.** A specific, often quantified guideline, incorporated in a policy or implementation program, defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.
- **Implementation Program.** An action, procedure, program, or technique that carries out general plan policy.
- **Quantified Objective (Housing Element only).** The number of housing units that the City expects to be constructed or the number of households the City expects will be assisted through Housing Element programs and based on general market conditions during the time frame of the Housing Element.

In addition to the General Plan Existing Conditions Report and General Plan Policy Document, an Environmental Impact Report (EIR) analyzing the impacts and implications of the General Plan was prepared following publication of the Draft Policy Document. The EIR, which is not formally part of the General Plan, was prepared to meet the requirements of the California Environmental Quality Act. This report is prepared under a separate cover.

Purpose and Nature of the General Plan

Every city and county in California must adopt a general plan. A general plan is a legal document that serves as a community's constitution for land use and development. The plan must be comprehensive and long-term, outlining proposals for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning (Government Code Section 65300 et seq.). The plan must be comprehensive in covering all territory within the adopting jurisdiction and it must be comprehensive in addressing all physical aspects of the community's development. While State law does not define long-term, most general plans look 15 to 25 years into the future. Galt's General Plan uses a time frame of 2030.

State law specifically requires that the general plan address seven topics or elements¹. These elements are land use, circulation, housing, conservation, open space, noise, and safety. The general plan may also address other topics the community feels are relevant to its development. In the case of Galt, those other topics addressed in this Plan are economic development, public facilities and services, community character, and historic resources. For each topic addressed, the plan must analyze the significance of the issue in the community, set forth policy in text and diagrams, and outline specific programs for implementing these policies. The format and structure of the general plan is left to local discretion, but regardless of the format or issues addressed, all substantive parts of the plan must be consistent with one another.

Preparing, adopting, and maintaining a general plan serves several important purposes:

- Provides citizens with information about their community and with opportunities to participate in setting goals and determining policies and standards for the community's development;
- Provides local decision makers and the community with a forum for resolving conflicts among competing interests and values;
- Expands the capacity of local government to analyze local and regional conditions and needs in order to respond effectively to the problems and opportunities facing the community;
- Fosters coordination of community development and environmental protection activities among local, regional, State, and Federal agencies;
- Defines the community's environmental, social, and economic goals;
- Records the local government's policies and standards for the maintenance and improvement of existing development and the location and characteristics of future development; and
- Guides and coordinates the many actions and day-to-day decisions of local government that are necessary to develop and protect the community.

Planning Area

The Planning Area refers to the geographic area that will be directly addressed by the general plan, and typically encompasses the city limits and potentially annexable land within its sphere of influence (OPR, 2003). The Planning Area for the Galt General Plan extends from Sacramento-San Joaquin county line in the south (e.g., Dry Creek), Laguna and Skunk Creeks in the north, Cherokee Road in the east, and Sargent/Midway Road in the west. This boundary is shown in Figure 1. The Planning Area covers approximately 7,670 acres, or twelve square miles. The area north of Twin Cities Road will require an expansion of the City's current sphere of influence.

¹ *The General Plan does not contain fundamental, mandatory, and specific land use policies, standards, objectives of implementation standards similar in character to policies which form the basis of the holding in Families Unafraid to Uphold Rural Etc. County v. Bd. of Supervisors (1988) 62 Cal. App. 4th 1332.*

Implementing the General Plan

Carrying out the general plan following its adoption requires a multitude of individual actions and ongoing programs involving virtually every City department and many other public agencies and private organizations. The legal authority for these actions and programs rests on two essential powers of local government: corporate and police powers. Using their corporate power, local governments collect money through bonds, fees, assessments, and taxes, and spend it to provide services and facilities such as police and fire protection, streets, water systems, sewage disposal facilities, drainage facilities, and parks. Using their police power, local governments regulate the use of property through zoning, subdivision, and building regulations in order to promote public health, safety, and welfare. The general plan provides the formal and legal framework for the exercise of these powers by local officials.

To ensure that the policies and proposals of the general plan are systematically implemented, State law since the early 1970s required that the actions and decisions of each local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have supported and furthered this requirement through their interpretations of State law. Generally, zoning and subdivision approvals must be consistent with the general plan. The same is true for development agreements, redevelopment plans, specific plans, and many other plans and actions of cities and counties. Local public works projects must also be consistent with the general plan.

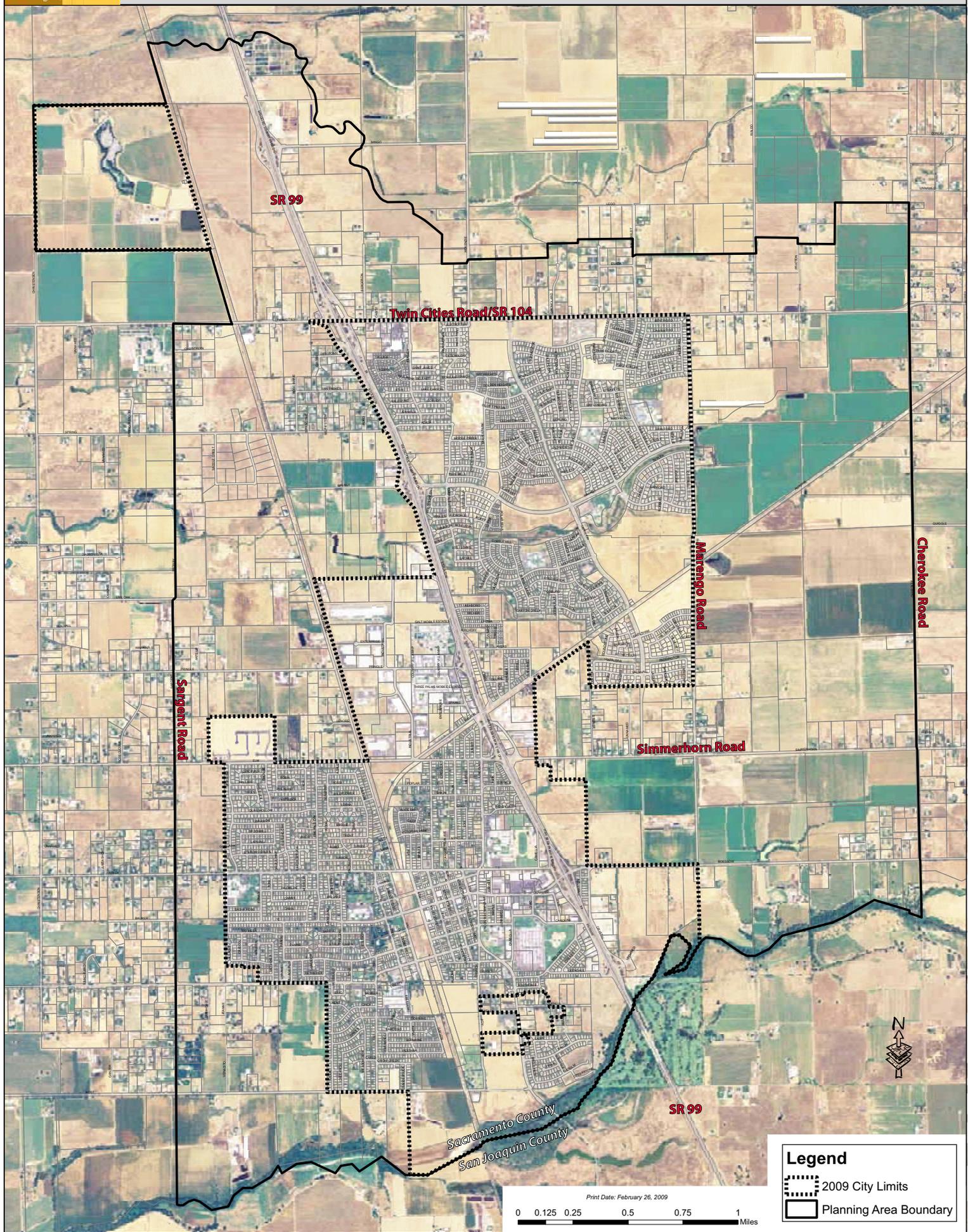
Decisions, as well as Projects approved by the City are not, however, required to be consistent with every Goal and Policy in this General Plan. The General Plan accommodates a wide range of competing interests—including those of developers, homeowners, current and prospective business owners, environmentalists, jobseekers, taxpayers, and providers and recipients of City-provided services—through a clear and comprehensive set of principles to guide development decisions. In doing so, the Plan sets forth many policies addressing a broad range of topics. The Planning Commission and City Council rely on the General Plan to determine whether a proposed project is in harmony or agreement with the policies contained in the Plan. No project or decision is expected to satisfy every General Plan policy nor does State law impose such a requirement.

Revising and Amending the General Plan

The general plan must be flexible to adjust to changing conditions and at the same time specific in guiding day-to-day land use and development decisions. Over the years, conditions and community needs change and new opportunities arise and the plan needs to keep up with these changes. Every year the City Council should review the plan's implementation programs to assess the City's progress in carrying out the plan. Every five to seven years, the plan should be thoroughly reviewed and updated if necessary.

From time to time, the City will entertain proposals for specific amendments to the plan. The City will initiate some of these proposals itself, but most will be initiated by property owners and developers. State law limits general plan amendments to four times per year, but each amendment can include multiple changes. Like the adoption of the general plan itself, general plan amendments are subject to environmental review, public notice, and hearing requirements and must not create inconsistencies with the rest of the plan.

FIGURE 1: PLANNING AREA



Legend

- 2009 City Limits
- Planning Area Boundary

Print Date: February 26, 2009

0 0.125 0.25 0.5 0.75 1 Miles

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Regional Setting

Galt is located on State Route 99 in southern Sacramento County between the cities of Elk Grove and Lodi. The city is located 26 miles south of the Sacramento metro area, 24 miles north of Stockton metro area, and approximately 100 miles east of the San Francisco Bay Area. The community is surrounded by agricultural lands on the north, south, and east, and the Cosumnes River Preserve on the northwest and west (approximately three miles). Galt is located at 38°15'39"N longitude and 121°18'11"W latitude (38.260842, -121.303122). The city's elevation at City Hall is 47 feet.

Galt's Historical Development

Historical evidence suggests that the area around Galt has been inhabited by humans for at least 10,000 years. Plains Miwok lived primarily near the banks of major rivers, including the Cosumnes, Molekumne, and Sacramento. The Plains Miwok and other native inhabitants would relocate to the cooler foothills during the summer months to escape valley heat.

The Plains Miwok first came into contact with Europeans in the latter eighteenth century when Spanish explorers entered the area. Many Plains Miwok disappeared through the combined effects of population removal to the missions and disease epidemics. Militarism, in reaction to Spanish expeditions, land seizures, and enslavement grew in the 1820s and 1830s particularly among the Plains Miwok. In the following decades, the arrival of more trappers, gold miners, and settlers exposed the Miwok to more new diseases.

The original 1850 Spanish land grant, Rancho del los Moquelumnes, was purchased in 1861 by Dr. Obed Harvey, considered today as Galt's founder. His purchase included much of the Dry Creek township which was later established as the town of Galt in 1869 by the Western Pacific Railroad company. A prominent early settler, John McFarland, named the town after his former home in Ontario, Canada, which was named after a Scottish novelist, John Galt. The combination of favorable land for agriculture and the proximity to the railroad provided Galt with the economic support to continue to grow.

With the decline of gold mining in the Sierra Nevada foothills by the end of the eighteenth century, Galt, like many other Central Valley towns, saw the arrival of miners looking to start anew in agriculture. The city's proximity to several major rivers and the water resources of the Sacramento-San Joaquin River Delta made Galt ideal for the establishment of agriculture early in California's history.



A corollary of the vital agricultural and dairy industries was the inception of new industries in the area. With the large number of dairies in the area in need of distribution services, Fred Harvey, son of Dr. Obed Harvey, convinced the Utah Condensed Milk Company to establish a plant in Galt in 1917. In 1921, the company changed its name to the Sego Milk Products Company. After many years of prosperous service to the community, the Sego plant fell into

disrepair and suffered a fire in 1992. The plant was later demolished due to the damage caused by the fire. The heritage of the dairy industry and agriculture in Galt continues to be vital to Galt's appeal and economic welfare.

America's first transcontinental highway, the Lincoln Highway, ran through Galt until it was ultimately replaced by State Route 99. Lincoln Way in central Galt is a remnant of this historic route. Galt grew around the rail depot and State Route 99 throughout the first half of the twentieth century. Improvements to State Route 99 in recent years have made Galt more accessible, which has resulted in increased population and growth to the west and northeast.

Today, Galt is at a strategic location between the growing areas of Sacramento and Stockton. The city's proximity to I-5 and SR 99 provides Galt excellent access to the rest of the Central Valley and California. Despite fast growth in the region, the city continues to maintain its small-town character while balancing the needs for housing and acknowledging its important agricultural heritage.

Early Planning Efforts in Galt

The City first adopted a General Plan in 1961, and last comprehensively updated the plan in 1990 (note: the Housing Element was last updated in 2003). The 1990 update planned physical and economic growth to the year 2005, and assumed buildout of the general plan area with a population of 23,500 people (subsequent annexations and residential densities higher than anticipated resulted in a revised estimate of approximately 30,000). The plan focused on preserving the community's small town atmosphere, quality of services, number of parks, and availability of housing. The plan also looked at ways to increase shopping and employment opportunities; upgrade the appearance of the city, particularly Downtown; reduce noise; and improve the overall condition of neighborhoods. The plan also considered the significant growth proposed for the northeast area of the city.

How this General Plan was Prepared

The City of Galt initiated this most recent General Plan Update in June 2003 in response to regional and local growth pressures and increased population projections. The City retained the planning consulting firm Mintier Harnish in June 2003 to assist the City in its comprehensive update effort.



Between December 2003 and April 2009, the City held six community workshops, four Focus Group meetings, two joint Focus Group/Central Galt Interchange Group meetings, eleven joint City Council and Planning Commission workshops, 25 special City Council meetings, 11 Planning Commission meetings, and several other related public meetings (i.e., Sacramento County LAFCO, surrounding property owners, stakeholders, environmental groups, etc.). The City also sent out two community-wide surveys (October 2003 and October 2004) and prepared two newsletters. A listing of all General Plan Update workshops and meetings are shown in Tables 1 and 2.

Table 1 General Plan Update Community Workshops	
Date	Topic
07/21/04	Revised Alternative Workshop
04/07/04	Community Design Workshop
02/25/04	Economic Development Workshop
01/28/04	Alternative Futures Workshop
11/19/03	Objectives for the Future Workshop
09/03/03	Planning Issues Workshop

Table 2 General Plan Update Meetings	
Date	Topic(s)
<i>Joint City Council and Planning Commission Meetings</i>	
03/14/07	Discuss City Council Recommended Land Use Alternative
02/21/07	Discuss property owner requests and recommended land use map
01/15/07	Revise General Plan Update boundary, assumptions, and guiding principles
09/26/06	Discuss assumptions and guiding principles for General Plan Update
08/15/06	Discuss boundary for General Plan Update
01/30/06	Discuss Expanded Study Area Report and Alternatives Analysis
12/12/05	Discuss Expanded Study Area Report
02/22/05	Review community input survey results and results of overall public input
04/19/04	Review of draft land use alternatives
02/09/04	Review GPU workshops and economic/transportation issues
10/08/03	Review planning process, workshop results, and planning boundary
<i>City Council Meetings</i>	
04/07/09	Hold public hearing on the Galt 2030 General Plan and EIR
12/04/07	Review Planning Commission Recommended Land Use Diagram
02/21/06	Discuss Planning Commission's recommendations on growth boundary
04/19/05	Update on scope and wastewater treatment plant study
04/05/05	Revise General Plan Update work scope proposal
03/15/05	Discuss scope of work issues related to land use alternatives
12/16/04	Report on the wastewater treatment plant feasibility study
12/07/04	Schedule study session dates
09/07/04	Approval of revised survey questions
08/09/04	Approval of survey format

**Table 2
General Plan Update Meetings**

Date	Topic(s)
08/02/04	Approval of revised survey questions
07/20/04	Approval of survey format and questions
06/15/04	Expand scope of work for analysis of Alternative 4
05/18/04	Discuss major policy issues related to the General Plan Update
04/06/04	Authorized GPU consultant access to sales tax records
<i>Planning Commission Meetings</i>	
08/14/08	Review Draft General Plan and Draft EIR and make Recommendation to City Council
11/08/07	Review Agency Comment Letters on the Land Use Element
11/01/07	Review Land Use Diagram and Agency Comment Letters
10/25/07	Review Workshop Draft Land Use Element and Comment Letters
10/18/07	Review Workshop Draft Historic Resources Element and Comment Letters
10/04/07	Discuss circulation issues and alternatives
09/27/07	Review Workshop Draft Circulation Diagram
09/13/07	Review Workshop Draft Circulation Element
09/06/07	Review Introduction and Conservation and Open Space Element
08/30/07	Review the Workshop Draft Public Facilities and Services, Safety and Seismic, and Noise Elements
08/23/07	Review Workshop Draft Community Character and Economic Development Elements
<i>Other Meetings and Workshops</i>	
05/1/06	Meeting with county property owners north of Twin Cities Road
03/01/06	Request LAFCO input on General Plan Boundary
02/12/06	Meeting with environmental stakeholders
9/26/05	Discuss Del Webb Project
07/15/04	Focus Group meeting
05/10/04	Focus Group/Interchange Group meeting
02/10/04	Focus Group/Interchange Group meeting
01/12/04	Focus Group meeting
10/13/03	Focus Group meeting
08/25/03	Focus Group meeting

Galt General Plan Context

The following discussions briefly describe growth projections, physical constraints, and the issues that provide the context for preparation and adoption of this General Plan.

Regional Growth Pressures

Galt's location, just 26 miles south of Sacramento and 24 miles north of Stockton, places it within one of the fastest growing regions in California. Galt is subject to major regional growth pressures. This General Plan projects Galt's population to increase from 18,425 in 2000 to 51,291 in 2030, while employment is projected to increase from 2,960 to 46,705 during the same time period. Galt has statutory obligations to try to meet its projected fair share of regional housing needs. This General Plan creates the capacity to accommodate projected growth through 2030, and also sets policies and standards to ensure orderly and high-quality development along with provision of needed public facilities and services.

Physical Constraints

Galt has grown largely to the southwest and northeast over the past two decades. While the expansion of the city limits has increased substantially, buildout of the city limits has been slower than expected. There are currently (2007) 815 acres of available vacant land within the city limits (468 acres zoned residential and 347 acres zones nonresidential). This allows many opportunities for infill development in the near future. To accommodate projected growth over the long term, however, the city will need to annex additional land outside of the city limits. The following physical constraints affect Galt's future growth:

- **Agricultural-Residential Development.** Sacramento County has traditionally had a policy to allow unincorporated parcels, within Galt's Sphere of Influence, to subdivide into small Agricultural-Residential parcels. These subdivisions, commonly known as "residential-ranchettes" preclude urban expansion of the City because they are primarily large lots (2-5 acres) with no infrastructure. These properties are primarily located west and north of the city.
- **Rivers, Creeks, and Floodplains.** Galt is surrounded on three sides by rivers and creeks. These include Dry Creek on the south, Cosumnes River on the west, and Laguna Creek and Skunk Creek on the north. These water bodies provide natural barriers for expansion of the city, and are also periodically prone to 100- to 500-year flood events. In addition, portions of Deadman Gulch which runs through the northeastern part of the City is prone to 100-year flood events.
- **Wastewater Treatment Facilities and Capacities.** The City's present (2007) wastewater collection and treatment system can only accommodate growth within the city limits. The domestic wastewater treatment plant is located northwest of the city. The City started upgrading the plant in 2007 in accordance with National Pollutant Discharge Elimination System (NPDES) requirements. Various studies have been conducted concurrently with the General Plan Update that analyzed the possibility of increasing the capacity of the existing wastewater treatment plant. The City's domestic wastewater treatment plant represents a major City investment and the General Plan

provides options and recommendations for its eventual expansion within the time frame of this General Plan (2030).

Community Form and Character

Galt has a strong historic heritage, which is reflected in the stock of historic buildings in the city's Downtown. Galt's agricultural setting is largely responsible for the community's distinct identity and plays an important economic role in Galt.

Role of Downtown

Galt's Downtown is a symbol of the city's small-town atmosphere and historic heritage. Maintaining the Downtown as the center of government, specialty retail, and culture is important to preserving Galt's small-town atmosphere as the city grows. A centralized Downtown also helps knit the community together as a place where everyone in the community gathers.



Maintaining Downtown's accessibility in the larger city is important to making the community a gathering place. Providing for expansion of the district's grid street pattern to the east would reinforce Downtown's centralized location and accessibility.

Residential Neighborhoods

To ensure that Galt maintains its small-town feeling and quality of life, the General Plan seeks to preserve existing neighborhoods, and to promote development of new neighborhoods that incorporate the best qualities of existing neighborhoods, while incorporating principles of smart growth and sustainable development. This includes: locating commercial and job centers near or within residential neighborhoods; locating schools and parks within residential neighborhoods; varying the density of residential neighborhoods; and linking residential neighborhoods with other parts of the city through bike/pedestrian trails and open space corridors.

Integration of Schools and Parks with Residential Neighborhoods

The City and the two school districts want to create elementary school and neighborhood park nodes within or adjacent to residential neighborhoods. These nodes will be relatively evenly distributed in new neighborhoods.

Desire for Economic Development

The City wants to maintain a healthy balance of jobs and housing to reduce the need for commuting outside of Galt and to attract commercial and industrial uses to improve Galt's economy. The General Plan promotes development of a diverse employment base through the light industrial and office professional land use designations. These designations allow for uses such as business parks, research and development facilities, biotechnology, and other light industry.

Public Facilities and Services

The provision and maintenance of public facilities and services, including water, sewer, storm drainage, law enforcement, fire protection, parks and recreational

facilities, and other civic services are important to the quality of life of Galt residents. The General Plan addresses these services by setting service level standards that the City should strive to maintain, and by establishing the framework for financing the development and ongoing maintenance of these services.

Pedestrian and Bicycle Opportunities

Promoting opportunities for pedestrian and bicycle travel is an important feature of the General Plan. Designing new development to encourage bicycling and walking reduces the use of automobiles, with associated advantages of reducing air pollution and traffic congestion, and allowing people without cars to travel easily throughout the community. These development patterns also bring people out of their homes, creating friendlier neighborhoods, an important feature of Galt's small-town feeling.

Guiding Principles of the General Plan

The General Plan sets the framework for future growth and development within which Galt can expand while still maintaining the small-town feeling and quality of life that are so important to Galt residents. The major theme of the General Plan is to retain and build upon Galt's small-town and neighborhood qualities while achieving an economically-healthy and self-sufficient community.

The following five guiding principles provide the foundation for the Land Use and Circulation Diagram and the goals, policies, and implementation programs which constitute the formal substance of the plan.

1. Provide a mix of residential density choices while preserving the traditional character of Galt;
2. Preserve agriculture and open space land north of Laguna and Skunk Creeks;
3. Promote economic and job growth along Highway 99 and the Twin Cities Road corridor;
4. Preserve land around the wastewater treatment plant; and
5. Distribute school and public/quasi-public uses as evenly and equitably throughout the general plan area as practicable.

Summary of Major General Plan Proposals

As indicated earlier, the formal policy content of the General Plan is contained in Part II of this Policy Document. Part II is divided into ten chapters, or elements, each of which deals with a broad topic and several sub-issues related to the main topic. The following is an element-by-element summary of the major proposals set forth in the Galt General Plan, including references to show how the goals, policies, implementation programs, and diagrams in each chapter relate to the major themes described above.

Circulation Element

The General Plan addresses several transportation issues that are critical to the continued development of Galt. The Land Use and Circulation Diagram (Figure LU-1) depicts the proposed circulation system. This circulation system is represented on

the diagram as a set of roadway classifications that have been developed to guide Galt's long-range planning and programming. Roadways are systematically classified based on the linkages they provide and their function, both of which reflect their importance to the land use pattern, traveler, and general welfare.

Major improvements to the roadway system include the widening of State Route 99; improvements and realignments of major State Route 99 overpasses and on- and off-ramps; and new north-south extensions of Carillion Boulevard, Marengo Road, and Industrial Drive; and new east-west extensions of Walnut Avenue, Simmerhorn Road, Boessow Road. The Land Use and Circulation Diagram and related policies also call for the widening and improvement of Twin Cities Road through the Planning Area.

In addition to addressing future roadway plans and improvements, the Circulation Element contains goals, policies, and implementation programs related to the following issues:

- City Street System
- Freeways and Highways
- Residential Streets
- Automobile Parking
- Transit Facilities and Services
- Non-Motorized Transportation
- Airports
- Complete Streets

Community Character Element

This chapter establishes qualitative urban design goals and policies which reinforce communitywide concepts depicting a framework of neighborhoods, corridors, and landmarks. Community design integrates diverse development concepts at an array of levels. From the overall city to neighborhoods and districts to streetscape and structure design, the goals and policies presented in this element provide for the visual pattern of land uses and circulation.

Key issues include the maintenance and enhancement of the quality of life in Galt by providing an overall theme of Galt as an urban city in the midst of a rural and open space landscape, establishing well-designed and inviting gateways and corridors in the city, providing the framework for the protection of Galt's Downtown and its historical assets, and preserving and enhancing Galt's trees.

The Community Character Element contains goals, policies, and implementation programs related to the following issues:

- Overall Community Design
- Gateways and Community Corridors
- Downtown
- Trees

Conservation and Open Space Element

Galt's environmental resources (water, vegetation, wildlife, and open space) contribute to the city's economy and are important elements in the quality of life of Galt's residents. These natural resources exist in limited quality and are at risk of destruction or degradation through continued urban development. The General Plan seeks to balance the need for growth with the need for conservation and

enhancement of the area's natural resources, frequently in cooperation with other agencies. This chapter addresses the following topics:

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

Economic Development Element

This chapter addresses key economic development issues relating to the maintenance and enhancement of Galt's quality of life by retaining and encouraging the expansion of existing industries and businesses in the community; encouraging the development of new industries and businesses in the community thereby creating new jobs for Galt residents; and preserving and enhancing the rich historic character

Economic development is about planning for a community where businesses can thrive and attract wealth, provide jobs and income growth for local residents, generate revenue for local government, and revitalize existing neighborhoods. The policies in this chapter will help Galt to identify its role within the regional economy and position the community to benefit from economic opportunities as they arise. This includes targeting the types of businesses that the community wants to attract and retain, ensuring that resources are available for the labor force to improve its occupational skills, and creating a business climate that makes the community attractive for business location and expansion. This chapter addresses the following topics:

- Retail Attraction and Development
- Downtown Development
- Industrial and Office Attraction and Development
- Business Retention and Expansion
- Workforce Development

Historic Resources Element

Galt has a rich historic heritage, and many significant historic buildings, events, and artifacts reflect its past. Downtown Galt in particular includes over twenty-five historically-significant buildings. The General Plan sets the framework for a comprehensive program to foster historic preservation efforts in Galt through a systematic program, community education, and coordination within the City and with historic preservation groups. This chapter contains goals, policies, and implementation measures related to the following topics:

- Historic Preservation
- Economic Incentives for Historic Preservation
- Historic Preservation Education and Awareness
- Archeological Resources

Housing Element

Note: The Housing Element is undergoing an update on a separate timeline than the remaining General Plan. This section will be amended once the City has adopted the 2008-2013 Housing Element.

Land Use Element

This part is the most familiar of all of the policy chapters in the General Plan. It contains the Land Use and Circulation Diagram that prescribes uses for all of the Planning Area and describes standards for each of the land use designations shown on Diagram. The element defines a series of goals, policies, and implementation measures related to the following topics:

- Overall City Growth and Expansion
- New Development
- Downtown
- Residential Growth
- Commercial, Mixed-Use, and Public/Quasi-Public Development
- Office Professional Development
- Industrial Development
- Agriculture, Open Space, and Parks
- Environmental Justice
- General Plan Maintenance

It is important that the users of this Policy Document understand that the goals, policies, standards, and implementation programs described in Part II are as important, if not more so, than the Land Use and Circulation Diagram in representing the City's land use and development policy. Accordingly, any development proposals or review thereof must consider this Policy Document as a whole, rather than focusing solely on the Land Use and Circulation Diagram or on particular policies and programs.

The Land Use and Circulation Diagram includes 13 land use designations falling within two major categories: residential and nonresidential. The following is a description of each major designation that appears on the Land Use and Circulation Diagram.

Residential Land Uses

The six residential designations that appear on the Land Use and Circulation Diagram combine with a set of residential and neighborhood development policies to create a strong foundation for preservation and maintenance of Galt's existing residential neighborhoods, improvement of other residential areas, and establishment of new residential development that follows principles that will create vibrant and healthy neighborhoods.

Residential policies of the plan emphasize two main themes. First, preservation and enhancement of the city's existing neighborhoods is promoted through maintenance and rehabilitation efforts and through continued infill development that maintains the character of existing neighborhoods. Second, new residential development is to occur in distinct neighborhoods that incorporate a range of support services essential to day-to-day living, including parks, schools, and neighborhood shopping opportunities, and that encourage walking and bicycling use. Existing and new residential areas are designated with a mix of designations as follows:

- **Rural Residential (RR)** provides for single family detached homes and secondary residential units on 2 acre minimum lots without full urban services and with limited agricultural uses. This use is in the Planning Area but outside of the 2007 city limits. This use is typically located on the far western and northern parts of the Planning Area to provide transition between urban and rural uses.

- **Residential Estates (RE)** provides for single family detached executive housing opportunities, secondary residential units, and public and quasi-public uses on large lots with limited urban services.
- **Low-Density Residential (LDR)** provides for single family detached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. This use is typically located in areas which include full urban services, and away from industrial, intensive commercial, and large-scale infrastructure (i.e., power substations, wastewater treatment plant).
- **Medium-Density Residential (MDR)** provides for single family detached homes, secondary residential units, duplexes, public and quasi-public uses, and similar and compatible uses. Attached single- and multi-family homes are also allowed with a conditional use permit. This use is typically located adjacent to low-density residential areas and provides a transition between low-density and medium-high density residential.
- **Medium-High Density Residential (MHDR)** provides for single family detached and attached homes, secondary residential units, public and quasi-public uses, and similar, compatible uses. This use provides a transition from lower density residential areas and is often close to commercial/office professional areas, and arterial streets.
- **High-Density Residential (HDR)** provides for single-family attached homes, multi-family residential units, and similar and compatible uses. This use is typically located near medium-high density and/or near commercial/office professional uses or arterial streets and highways.
- **Mixed-Use (MU)** provides for residential uses combined with compatible uses such as retail, service, restaurants, banks, entertainment uses, professional and administrative offices, and public and quasi-public uses. This use is typically located in the downtown and other parts of the city that serve as community centers with residential, commercial, and employment uses in the immediate vicinity.

Nonresidential

The Land Use and Circulation Diagram also contains seven nonresidential land use designations as follows:

- **Commercial (C)** provides primarily for regional, neighborhood, and locally-oriented retail and service uses, restaurants, banks, entertainment uses, public and quasi-public uses, and similar and compatible uses. This use is typically located downtown and in areas of good visibility, such as arterials or major intersections.
- **Office Professional (OP)** provides for office parks, office buildings, and quasi-public uses. This use is typically located on arterial and collector streets, and in downtown if it is in scale with existing buildings.
- **Industrial (I)** provides for research and development, warehouses, and manufacturing, and quasi-public uses. This use is typically located away from residential uses and in the immediate vicinity of State Route 99 and/or the Union Pacific mainline railroad tracks.

- **Public/Quasi-Public (PQ)** provides for public facilities such as schools, fire stations, hospitals, sanitariums, libraries, museums, government offices and courts, churches, meeting halls, cemeteries and mausoleums, public facilities, and similar and compatible uses. This use is typically located throughout the community.
- **Parks (P)** provides for active and passive recreational uses, habitat protection, and public/quasi-public uses. This use is located throughout the community.
- **Open Space (OS)** provides for passive outdoor recreational uses, habitat protection, watershed management, public and quasi-public uses, areas that contain public health and safety hazards such as floodways, and areas containing environmentally-sensitive features. This use is located throughout the community.

Noise Element

A feature of Galt's small-town character and quality of life is its relatively quiet atmosphere. Noise results from many sources, including road traffic, railroad operations, aircraft, and industrial activities. Exposure to excessive noise has often been cited as a health problem, not so much in terms of actual physiological damage such as hearing impairment, but more in terms of general well-being and contributing to undue stress and annoyance. This chapter contains goals, policies, and implementation measures on the following topic:

- Noise

Public Facilities and Services Element

This chapter addresses how to provide public facilities and services needed to adequately serve development within the General Plan. While the development of detailed plans for facilities and services is beyond the purview of the General Plan, this chapter does establish a framework for guiding planning decisions related to facility development and service provision. The general emphasis of the policies and programs is on ensuring the provision and maintenance of adequate services, while discouraging unnecessary, wasteful, or inefficient extension of existing systems or development of new facilities. This chapter contains goals, policies, and implementation programs related to the following facilities and services:

- Public Facilities and Services Funding
- Water Supply, Treatment, and Delivery
- Wastewater Collection, Treatment, Disposal, and Reuse
- Stormwater Drainage
- Solid Waste Collection and Disposal
- Law Enforcement
- Fire Protection and Emergency Medical Services
- Parks and Recreational Open Space
- Education
- Childcare
- Gas and Electric Services
- Information Technology

Safety and Seismic Element

Many of the health and safety risks associated with development can be avoided through location-specific decisions made at the planning stages of development, while others may be lessened through the use of mitigation measures in the planning and land use regulation process. This chapter outlines the City's strategy for ensuring the maintenance of a healthy and safe physical environment in Galt, and contains goals, policies, and implementation measures related to the following topics:

- General Health and Safety
- Seismic and Geologic Hazards
- Flood Hazards
- Fire Hazards
- Hazardous Materials
- Rail Corridors

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Part II Goals, Policies, and Implementation Programs

Goals, policies, and implementation programs are at the heart of the general plan. This part of the policy document contains explicit statements of goals, policies, standards, implementation programs, and quantified objectives that constitute the formal policy of the City of Galt for land use, development, and environmental quality.





Circulation Element

Introduction

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

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

In addition to describing the Land Use and Circulation Diagram and roadway classification system, this element contains goals, policies, and implementation measures related to the following topics:

- City Street System
- Freeways and Highways
- Residential Streets
- Automobile Parking
- Transit Facilities and Services
- Non-Motorized Transportation
- Airports
- Complete Streets

Land Use and Circulation Diagram

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

The Land Use and Circulation Diagram (Figure LU-1) depicts the proposed circulation system to support development under the Land Use and Circulation Diagram. This circulation system is represented on the diagram as a set of roadway classifications that have been developed to guide Galt's long-range planning and programming. Roadways are systematically classified related to the linkages they

provide and their function, both of which reflect their importance to the land use pattern, traveler, and general welfare.

The following describes the major roadway improvements shown in the Land Use and Circulation Diagram that are required to serve existing and new developments. These projects are simply listed in alphabetical order, and do not indicate priority.

- **A Street Widening.** This project includes widening 1.5 miles of A Street from two lanes to four lanes (84-foot arterial) between State Route 99 and the current (2007) city limits at Greer Middle School.
- **Amador Avenue Extension.** This project includes extending 0.5 miles of Amador Avenue as a two lane collector between Carol Drive and Cedar Flat Avenue.
- **Amador Avenue-Simmerhorn Road Interchange.** This project includes the possibility of reconfiguring the interchange, with emphasis on widening and realigning the overpasses and removing some of the existing on- and off-ramps.
- **Boessow Road Widening.** This project includes widening 0.26 miles of Boessow Road east of State Route 99 from two lanes to four lanes (84-foot arterial) between Crystal Way and Marengo Road.
- **Carillion Boulevard Extension.** This project includes the extension of Carillion Boulevard to the present location of the Crystal Way/State Route 99 ramps in the south of Galt.
- **Marengo Road Extension to Central Galt Interchange.** This project includes the southerly extension of Carillion Boulevard to the Crystal Way/State Route 99 ramps would be in addition to the future Carillion Boulevard extension to the State Route 99 northbound ramps at the Central Galt Interchange.
- **Central Galt Interchange.** This project includes the realignment and expansion of the Central Galt Interchange (C Street and State Route 99). This includes improving the on- and off-ramps for better circulation and improved driver safety, creating a second overpass at A Street, creating better cross town access, and realigning intersections for better circulation and driver safety.
- **Elm Avenue/Amador Avenue Intersection Realignment.** This project includes reconstruction and realignment of the Elm Avenue/Amador Avenue and Industrial Drive/Union Pacific spur line intersections to eliminate hazards.
- **Industrial Drive Extension.** This project includes extending Industrial Drive to Walnut Avenue. This extension would allow for better north-south access in the west portion of the city, especially for truck traffic.
- **Live Oak Avenue Extension.** This project includes the construction of 0.5 miles of Live Oak Avenue as a two lane collector between West Stockton Boulevard and the Union Pacific mainline railroad tracks.
- **Simmerhorn Road Extension.** This project includes extending Simmerhorn Road to Amador Avenue, with a new at-grade crossing at the Union Pacific

spur line. It also includes realigning 500 feet of Carol Drive to create a four-way intersection.

- **State Route 99/Ayers Lane Ramp Widening.** This project includes widening the State Route 99 on- and off-ramps at Ayers Lane to improve the circulation and safety.
- **State Route 99/Crystal Way Ramp Widening.** This project includes widening the State Route 99 on- and off-ramps at Crystal Way to improve the circulation and safety.
- **State Route 99/Fairway Drive Ramp Widening.** This project includes widening the State Route 99 on- and off-ramps at Fairway Drive to improve circulation and safety.
- **State Route 99/Pringle Avenue Ramp Widening.** This project includes widening the State Route 99 on- and off-ramps at Pringle Road to improve circulation and safety.
- **State Route 99/Twin Cities Road (SR 104) Interchange.** This project includes the relocation and widening of the existing interchange from two to four lanes with dedicated bike lanes. To achieve minimum Federal interchange spacing from the proposed Walnut Avenue Interchange, the over-crossing will be located further north with on- and off-ramps designed to integrate with frontage road alignment and access requirements.
- **State Route 99/Walnut Avenue Interchange.** This project includes a State Route 99 overpass and new on- and off-ramps to help facilitate east-west regional accessibility and circulation through Galt.
- **State Route 99 Widening to Six/Eight Lanes.** This project includes Caltrans widening State Route 99 to six lanes and ultimately eight lanes. The right-of-way required for the ultimate expansion may result in the closure of some frontage road segments east of the freeway, which will place more burdens on Carillion Boulevard for local north-south arterial travel.
- **Union Pacific Mainline Railroad Crossing.** This project includes one grade-separated overcrossing of the Union Pacific mainline railroad tracks at either Elm Avenue, A Street, or C Street. This project will help to improve circulation, safety, and emergency response times by eliminating traffic/train conflicts.

Roadway Classifications

Roadways serve two functions that tend to conflict from a design standpoint: provide mobility and provide property access. High and constant speeds are desirable for mobility, while low speeds are more desirable for property access. A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions.

The Land Use and Circulation Diagram (Figure LU-1) presents the official functional classification of existing and proposed streets, roadways, and highways in Galt. The hierarchy of the functional classifications in the city consists of major arterials, minor

arterials, collectors, and local roads and streets as described below. The Land Use and Circulation Diagram depicts the arterial and collector roadway system in Galt. All other roadways not identified on the diagram are classified as local streets.

- **Major Arterials** are roadways that emphasize mobility with limited access. These include freeways, highways, expressways, and those arterials that are specifically designed to provide a high level of mobility with limited access to adjoining properties.
- **Minor Arterials** are roadways that interconnect with and augment the major arterial system, while providing a somewhat lower level of travel mobility due to less stringent access limitations.
- **Collectors** provide a balanced function of land access and mobility between residential neighborhoods and commercial, office professional, and industrial areas.
- **Local Streets** have a primary function to provide direct access to abutting lands and connections to the higher order functional classifications.

Table C-1 lists the City's standards for the right-of-way required for major arterials, minor arterials, collectors, and local streets. Note that these standards apply only to City streets; State highways are not subject to local standards.

**Table C-1
Street Right-of-Way and Section Width**

Street Classification	Description	# of Lanes	Median	Bikeways	ROW Width	Typical Curb-to-Curb Width
Major Arterial	Roadways that emphasize mobility with limited access. These include freeways, highways, expressways, and those arterials that are specifically designed to provide a high level of mobility with limited access to adjoining properties. These roadways also typically include wide sidewalks, landscaped corridors, and landscaped medians.	4-6	Yes	Yes	108' to 150'	96' to 118'
Minor Arterial	Roadways that interconnect with and augment the major arterial system, while providing a somewhat lower level of travel mobility due to less stringent access limitations. These roadways also typically include wide sidewalks, landscaped corridors, and landscaped medians.	2-4	Varies	Yes	94'	72'
Collector Street	Roadways that provide a balanced function of land access and mobility between residential neighborhoods and commercial, office professional, and industrial areas.	2		Yes	66' to 84'	48' to 62'
Local Street	Roadways that have a primary function to provide direct access to abutting lands and connections to the higher order functional classifications.	2			50' to 60'	32' to 42'
Cul-de-sac	A local street terminating in a turning area and generally not exceeding 600 feet in length.	2			50' to 60'	32' to 42'

Notes:

1. Additional street and right-of-way widening at intersections may be necessary to accommodate turning vehicles and transit stops or to create green streets.
2. Additional easements may be required for utilities, street appurtenances, and planting.
3. The City Council may approve design standards different from above in the PD (Planned Development) zoning district.
4. Right-of-way width shall be measured at the back of sidewalks for all streets with the exception of arterials. Additional right-of-way will be required for sidewalk, bike paths, and landscaping on major and minor arterials.
5. Widths shown assume on-street parking on all collector, local, and cul-de-sac streets. No parking is assumed on arterials.
6. The right-of-way and street section widths will vary within this range depending on the number and type of vehicular lanes and the number and type of pedestrian/bicycle facilities planned. Part of this width may be required to be a landscape/pedestrian easement rather than ROW (e.g., planter and detached/separated sidewalk areas along non-arterial streets). However, for general purposes, the term ROW has been used to illustrate the overall width of the proposed street improvement.
7. Additional right-of-way may be required to accommodate widened sidewalks (8-foot minimum) adjacent to schools and parks.
8. The right-of-way and curb-to-curb widths shown in the Cul-de-sac row do not include the turning radius at the end of the road.

City Street System

The goal and policies in this section focus on the development of new north-south arterials on both sides of State Route 99, new collector and local streets, and widening/improvement of existing roadways. In addition, this section also looks at aesthetic improvements and funding requirements. To maintain the city's small-town qualities and ensure smooth-flowing conditions on City roadways, the General Plan establishes Level of Service (LOS) "E" on all streets within a quarter-mile of State Routes, along A Street and C Street between State Route 99 to the railroad tracks, and along Lincoln Way between Pringle Avenue to Meladee Lane. LOS "D" or better is established as the acceptable Level of Service on all other roadways and intersections.

Goal C-1

To provide for the long-range planning and development of the City's street system to ensure the safe and efficient movement of people and goods.

Policy C-1.1: Consistency with Land Use Element

The City shall continue to ensure consistency of the Circulation Element with the Land Use Element.

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

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

Policy C-1.3: Levels of Service

The City should develop and manage its roadway system to maintain LOS "E" on all streets and intersections within a quarter-mile of State Route 99, along A Street and C Street between State Route 99 to the railroad tracks, and along Lincoln Way between Pringle Avenue to Meladee Lane. The City should develop a LOS "D" or better on all other streets and intersections.

Policy C-1.4: Connectivity

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

Policy C-1.5: Street Maintenance

The City should provide a high level of street and other facility maintenance combined with technical assistance for renovation and sidewalk amenities using available funds when possible.

Policy C-1.6: Specific Gateway Enhancements

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

Policy C-1.7: Private Access to Arterial Streets

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

Policy C-1.8: Roadway Enhancements

The City should upgrade any substandard streets to meet current City standards whenever possible.

Policy C-1.9: Traffic Impact Analysis and Funding

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

Policy C-1.10: Traffic Fees

The City shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system.

Policy C-1.11: Union Pacific Railroad Crossing

The City shall develop a grade separated crossing (overpass/underpass) at the Union Pacific mainline railroad to serve the west side of the city.

Policy C-1.12: Grid-Like Street System

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

Freeways and Highways

The goal and policies in this section look at reducing regional traffic congestion through the upgrade, expansion, and enhancement of the highway and freeway systems running through Galt. These routes provide needed regional connections which facilitate economic development, and this section looks at ways to expand the system to better serve Galt residents and visitors.

**Goal
C-2**

To coordinate City-planned transportation and circulation improvements with county, State, and Federal transportation systems.

Policy C-2.1: State Route 99 Widening

The City shall coordinate efforts with Caltrans when they widen and upgrade State Route 99 to six and possible eight lanes throughout the Planning Area to ensure that the design provides features beneficial to Galt.

Policy C-2.2: Access to Employment Centers

The City shall work with Caltrans to maximize access for trucks and employees to retail and employment centers adjacent to State Route 99.

Policy C-2.3: Central Galt Interchange

The City shall improve the Central Galt Interchange at C Street by extending and expanding the interchange on-ramps and off-ramps to improve traffic conditions during peak hours, provide safe and convenient pedestrian and bicycle access, and improve vehicular circulation and driver safety.

Policy C-2.4: Amador Avenue-Simmerhorn Road Interchange

The City shall improve the Amador Avenue-Simmerhorn Road Interchange by widening and realigning the overpasses.

Policy C-2.5: Walnut Avenue Interchange

The City shall develop a freeway overpass and upgrade the existing ramps at Walnut Avenue to facilitate regional accessibility and east-west circulation across State Route 99.

Policy C-2.6: Carillion Boulevard Extension

The City shall extend or require extension of Carillion Boulevard south to the present (2007) location of Crystal Way/State Route 99 on- and off-ramps.

Policy C-2.7: Industrial Drive Extension

The City shall extend Industrial Drive north to Walnut Avenue in order to provide additional north-south circulation on the west side of State Route 99.

Policy C-2.8: Interchange Improvement and Safety

The City shall create new highway interchanges that are safe and convenient for all forms of mobility (e.g., pedestrians, bicyclists, wheelchairs, etc.).

Residential Streets

The goal and policies in this section seek to protect the quality and safety of existing and future residential neighborhoods from high-volume and high-speed traffic. This includes encouraging walking and bicycling in existing and new neighborhoods through maintenance of streets and sidewalks and by promoting the design of new neighborhoods that provide for direct pedestrian/bike routes to open space corridors, schools, and similar activities.

Goal C-3	To protect existing and future residential areas from high-volume and high-speed traffic and its effects and promote walking on sidewalks in residential areas.
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Policy C-3.1: Through Traffic

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

Policy C-3.2: New Developments

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

Policy C-3.3: Street and Sidewalk Maintenance

The City should address street and sidewalk maintenance in new and existing neighborhoods to encourage their safe use. The City shall consider future needs for street and sidewalk maintenance in approving new development.

Policy C-3.4: ADA Compliant Sidewalks

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

Automobile Parking

The goal and policies in this section provide for adequate and appropriately-located parking facilities in existing and new developments. Parking requirements are implemented primarily through the City's Zoning Ordinance.

**Goal
C-4**

To provide a sufficient amount of convenient, available, accessible, safe, and attractive parking to serve existing and new development throughout the city as needed.

Policy C-4.1: Adequate Parking

The City shall ensure that adequate on- and off-street parking is provided in existing and new development. The adequacy and appropriateness of parking requirements in the Zoning Ordinance shall be periodically reevaluated.

Policy C-4.2: Parking Standards – General

The City shall revise the Zoning Ordinance's parking standards to establish parking allowances that help encourage alternative modes of transportation and discourage wasteful over abundance of parking.

Policy C-4.3: Pedestrian Safety

The City shall require that parking lots and development projects are designed for separate, safe, attractive, and convenient pedestrian and handicapped access.

Policy C-4.4: Visual Impacts

The City shall require new parking lots to be designed to minimize visual impacts on public roadways and neighboring areas.

Policy C-4.5: Shared Parking

The City shall allow shared parking where different adjacent uses generate peak parking demand at different times.

Policy C-4.6: Informal Park and Ride

The City should allow areas for informal park and ride for express buses.

Policy C-4.7: Over-Sized Parking Lots

The City should continue to discourage parking lots that are in excess of the standards set forth in the City Code unless planned to accommodate alternative modes of travel including informal park & ride for express buses.

Transit Facilities and Services

The goal and policies of this section provide for an accessible, safe, and efficient transit system that provides alternatives to automobile use. Policies in this section also support the enhancement of the existing transit systems, especially in connection with new development.

**Goal
C-5**

To promote a safe and efficient transit system that will help reduce congestion, improve the environment, and provide viable non-automotive means of transportation in and through Galt.

Policy C-5.1: Bus Transit

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

Policy C-5.2: Bus Turnouts, Stops, and Shelter

The City shall work with transit service providers to provide bus turnouts, stops, and shelters throughout the city.

Policy C-5.3: ADA Compliance

The City shall consider the transit needs of senior, disabled, minority, low-income, and transit-dependent persons in making decisions regarding transit services and in compliance with the Americans with Disabilities Act.

Policy C-5.4: Family Transit Needs

The City shall consider families' needs in transportation planning efforts and shall promote safe and convenient methods of transportation between school, home, retail shopping, and child care.

Policy C-5.5: Rail Transit

The City should encourage the creation of rail transit to link Galt with the Elk Grove/Sacramento and Lodi/Stockton metropolitan areas.

Policy C-5.6: Park-n-Ride Facilities

The City shall investigate opportunities for new Park-n-Ride facilities to be located in proximity to transit hubs and major transit corridors. Opportunities may include, but are not limited to, proximity to the City Hall bus stop, new highway interchanges, and major regional commercial centers.

Policy C-5.7: Transit Plan

The City should expand its existing transit planning efforts as the city grows and ridership demand increases. Adoption of a Transit Plan should be considered.

Non-Motorized Transportation

The goal and policies in this section seek to establish a non-motorized transportation system. Non-motorized transportation includes pedestrian and bicycle travel. This system will make it easier for Galt residents and workers to bike or walk which not only reduces automobile trips, with benefits for air quality, but it also promotes greater community interaction, one of the small-town qualities the General Plan seeks to preserve and enhance. Non-motorized transportation helps to reduce the demand for street and road widening and maintenance and the demand for parking areas and related land required for development.

**Goal
C-6**

To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation for both transportation and recreation.

Policy C-6.1: Bike and Pedestrian System

The City shall establish a safe interconnected bicycle and pedestrian system throughout Galt.

Policy C-6.2: Regional Bikeway Connections

The City should ensure that local bikeways are interconnected with regional bikeways, and identified through appropriate signage, in a manner that promotes their local and regional use.

Policy C-6.3: Integrated Bike System

The City shall continue to encourage a continuous, comprehensive, and safe system of recreational, commuter, and convenience bicycle routes that link neighborhoods

and activity centers in the city and also provide linkages to the recreational trail system along Dry Creek and Deadman Gulch. The City shall also provide appropriate signage, in accordance with the California Manual of Uniform Traffic Control, for easy rider way-finding through the system of City bikeways.

Policy C-6.4: Bikeway Linkages to Attractions Outside of Galt

The City should plan and pursue funding for bikeway linkages to attractions outside the city such as the Cosumnes River Preserve and the California Traction Line (if converted to a trail).

Policy C-6.5: Bicycle Parking

The City shall require the development of adequate, convenient, and secure bicycle parking at employment centers, recreational facilities, transit terminals, commercial businesses, and in other locations where people congregate.

Policy C-6.6: Bike Lanes

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

Policy C-6.7: Pedestrian Trail Systems

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

Policy C-6.8: Pedestrian Ways – Citywide

The City shall develop safe and pleasant pedestrian ways. To this end, the City shall ensure sidewalks are wide enough for pedestrian convenience and conform to ADA standards.

Policy C-6.9: Pedestrian Ways – New Development

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

Policy C-6.10: Crosswalks and Pedestrian Safety Measures

The City shall require crosswalks and other pedestrian safety measures be designed and installed according to City of Galt Ordinances and regulations.

Policy C-6.11: Bike and Pedestrian Railroad Crossings

The City shall create Class II bike lanes at all grade-separated (overpass/underpass) railroad crossings. The City should also work with the railroad to install pedestrian and bicycle crossings with appropriate safety devices at all crossings.

Airports

The goal and policies in this section encourage convenient and efficient flight operations while minimizing any negative effects on Galt. The Planning Area is situated six miles east of Franklin Field and one and a half miles south of Mustang Airport. This close proximity provides benefits to the city in terms of employment and economic development. The airport also creates noise and safety concerns, requiring careful planning in connection with flight operations and changes in airport activity.

**Goal
C-7**

To coordinate with SACOG to ensure compatibility between urban development in Galt and aircraft operations at Franklin Field and Mustang Airport.

Policy C.7-1: Airport Improvements

The City shall coordinate planning efforts with Franklin Field and Mustang Airport in order to provide Galt area business and industries with a convenient location for corporate planes.

Policy C.7-2: Inter-Agency Coordination

The City shall coordinate planning efforts with Sacramento Area Council of Governments (SACOG) to ensure compatible land uses within airport overflight zones.

Complete Streets

The goal and policies in this section focus on developing “complete streets” throughout the city. Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and bus riders of all ages and abilities.

**Goal
C-8**

To promote the creation of complete streets throughout the community which provide safe access to pedestrians, bicyclists, motorists, and bus riders of all ages and abilities.

Policy C-8.1: Attractive Streets

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

Policy C-8.2: Bikeways along Major Streets

The City should provide Class II bike lanes along all collector and minor arterial streets. Class I bike paths should be considered along major arterials and along certain minor arterials.

Policy C-8.3: Street, Pedestrian, and Bicycle Facilities

The City shall create a network of street, pedestrian, and bicycle facilities that provides for multiple safe routes between various origins and destinations.

Policy C-8.4: Pedestrian and Bike Convenience at Intersections

The City should design and build new intersections and redesign existing intersections (as opportunities arise) to maximize pedestrian and bike convenience and safety relative to automobile needs.

Policy C-8.5: Intersection Speed Reduction

The City should design intersections to reduce car speeds through the use of bulb-outs, reduced corner radii, and/or on-street parking.

Policy C-8.6: Bikeway and Pedestrian Trail Funding Mechanisms

The City should develop mechanisms to increase the funding for the creation and maintenance of bikeways and pedestrian trails.

Policy C-8.7: Bike Safety Outreach Program

The City should create an outreach program to promote bike safety and the use of bikes as a viable and attractive alternative to cars.

Policy C-8.8: Transit Access in New Developments

The City shall, where appropriate, require new developments that are located adjacent to arterial streets or existing/planned transit routes to include bus loading zones, shelters, lighting, and other amenities which make transit attractive and safe.



Community Character Element

Introduction

The purpose of the community character element is to establish qualitative urban design goals and policies. The policies are intended to reinforce communitywide concepts depicting a framework of neighborhoods, corridors, and landmarks. Community design integrates diverse development concepts at an array of levels. From the overall city to neighborhoods and districts to streetscape and structure design, the goals and policies presented in this element provide for the visual pattern of land uses and circulation.

This element contains goals, policies, and implementation measures related to the following topics:

- Overall Community Design
- Gateways and Community Corridors
- Downtown
- Trees

Overall Community Design

The goal and policies in this section cover a wide variety of topics related to general city design. These policies provide for the overall theme of Galt as an urban city in the midst of a rural and open space landscape, with emphasis on contrast between the city and outlying areas.

Goal CC-1

To improve the overall visual quality of Galt's urban environment.

Policy CC-1.1: City Image

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

Policy CC-1.2: Neighborhood Integrity

The City should protect and enhance the character and integrity of existing residential neighborhoods and protect these neighborhoods from incompatible uses.

Policy CC-1.3: Existing Neighborhood Design

The City shall encourage the conservation, maintenance, and improvement of existing neighborhoods through enforcement of building codes, programs for the rehabilitation of housing, and replacement of substandard and deteriorated infrastructure.

Policy CC-1.4: New Neighborhood Design

The City should require new neighborhoods to have a unique sense of place (i.e., entry designs, architecture, design features) that sets them apart from existing neighborhoods.

Policy CC-1.5: Rail Corridors

The City should work with Union Pacific Railroad and private property owners to improve maintenance, code enforcement, screening, and landscaping of view sheds along rail corridors in Galt.

Policy CC-1.6: Open Space Features

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

Policy CC-1.7: Viewsheds

The City should work to protect views from frequently used gathering places, major streets, and pedestrian paths to provide a sense of place and orientation.

Policy CC-1.8: Building Elevations

The City shall require that all exterior elevations have structural architectural treatments to alleviate long void surfaces. This can be accomplished through varying setbacks, breaking buildings into segments, pitched roof elements, columns, fenestration (doors and windows), substantial building relief/reveals to provide shadow and interest, patios, and similar treatments.

Policy CC-1.9: Signage

The City should require that all signs on existing buildings be made of durable, high-quality materials such as stone, tile, cast concrete, or similar materials. No bare metals, wood, or any other non-durable material shall be allowed.

Policy CC-1.10: Art in Public Places

The City shall encourage new development projects to install public art and other design features such as fountains and monuments that beautify the community.

Policy CC-1.11: Outdoor Lighting

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.

Policy CC-1.12 Reflective Materials

The City shall consider a range of building materials to ensure that future building design reduces the potential impacts of daytime glare.

Gateways and Community Corridors

The goal and policies in this section seek to establish well-designated and inviting gateways and corridors in the city. Galt's gateways and community corridors are critical to the identity of the city. The city's major corridors – Twin Cities Road/State Route 104, State Route 99, Lincoln Way, Carillion Boulevard, C Street, A Street – carry heavy traffic volumes and are major elements in the city's development pattern.

**Goal
CC-2**

To maintain and enhance the visual quality of Galt's major corridors, gateways, and entrances.

Policy CC-2.1: Gateway Entrances

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

Policy CC-2.2: New Development in Corridors

The City should require that new development within major corridors comply with the following minimum building requirements:

- a. All outdoor storage of goods, materials, equipment, and loading docks areas shall be screened from major roadways, to the extent possible.
- b. Developments with multiple buildings should have a unifying design theme and sign program.
- c. Increased frontage and parking lot landscaping in corridor developments shall be required.

Policy CC-2.3: Building Setbacks and Landscape Areas

The City shall encourage increased building setbacks and substantially wider landscape areas consistent with existing neighborhoods along major corridors outside of the Historic Business District.

Policy CC-2.4: Architectural Enhancements in Major Corridors

The City should encourage increased architectural enhancements for all buildings and uses within major corridors, including the following:

- a. Building elevations should be well-articulated and stress an original design.
- b. Buildings should be composed of stucco, brick, or masonry elevations. Tilt-up concrete panels will only be permitted if they have a bold relief with textured surfaces and fenestration to break up monotony. Integral color of panels is strongly encouraged.
- c. Metal buildings will be allowed only with significantly enhanced architectural treatment (such as use of trim bands, wing walls, parapets, and reveals).

Policy CC-2.5: Landscape Maintenance

The City shall actively monitor and enforce the maintenance of landscaping on private property within major corridors.

Policy CC-2.6: Positive Travel Experience

The City shall ensure, to the extent possible, that all public and private investments in Galt's gateways and major corridors contribute positively to the overall travel experience by automobile, rail, pedestrian, and bicycle.

Policy CC-2.7: State Route 99 and State Route 104 Beautification

The City shall work with Caltrans and private property owners to improve the visual quality of State Routes 99 and 104 through right-of-way maintenance, adjacent property maintenance, code enforcement, reducing the number of billboards, encouraging new investment on visible sites, requiring landscaping, and requiring screening of industrial uses.

Downtown

The goal and policies in this section provide the framework for the protection of Galt's Downtown and its historical assets. Policies in this section stress the importance of Galt's Downtown to sustaining the identity and sense of place within the existing community. New development should be compatible with the existing scale and design of downtown, and preserve historical features.

Goal CC-3	To protect historic and authentic qualities of Galt's Downtown.
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Policy CC-3.1: Restore Downtown

The City shall continue to require that new infrastructure investment respect the image and character of the Downtown. Landscapes, roadways, sidewalks, and other public features in downtown shall be repaired where necessary as funding allows.

Policy CC-3.2: Historical and Cultural Resources

The City shall ensure, to the extent possible, that new public and private investment protects and enhances Galt's historical and cultural resources.

Policy CC-3.3: Incorporating Historical Features in New Development

The City shall continue to enforce the design guidelines of the Downtown Revitalization and Historic Preservation Specific Plan. This includes, but is not limited to, requiring new development in Downtown to incorporate historic and natural features in site and development planning, and respecting existing historic structures, block and lot patterns, and landscapes. Infill development should be of compatible scale and character.

Trees

The goal and policies in this section seek to preserve and enhance Galt's trees. These trees not only provide shade, they also help define the character of neighborhoods.

Goal CC-4	To maintain and enhance the quality of Galt's trees.
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Policy CC-4.1: Tree Canopy

The City shall endeavor to protect the tree canopy created by mature trees and heritage trees in existing developed areas and undeveloped areas. At a minimum, the City should require trees in residential areas to be planted five to seven feet from street right-of-ways to provide streetscape enhancements.

Policy CC-4.2: Trees in New Development

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

Policy CC-4.3: Tree and Landscape Maintenance Requirements for Large Development Projects

The City should require, as a condition of approval for large development projects, the establishment of funding mechanisms for the ongoing maintenance of street trees and landscape strips in public ways. The City should explore the potential for putting all new development in a master landscape and lighting district for maintenance of street trees and landscape strips in public ways.



Conservation and Open Space Element

Introduction

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

Modern ecological research shows the value of natural land corridors and large preservation areas instead of small, isolated preserves, in perpetuating complete ecosystems and wildlife habitats. These contiguous linkages between natural community types help protect biologically important transition zones for species higher in the food chain (e.g., mammals, raptors, etc.) When their natural habitat is reduced to isolated patches, and no linkages are available between preserves, the long term viability of the species is severely threatened.

This element contains goals, policies, and implementation measures related to the following topics:

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

Water Resources

The availability, quantity, and quality of water are vital to natural processes and human activities. Water is essential to the development of housing, commerce, industry, and agriculture, to recreation, and to the maintenance of high quality fish and wildlife habitats. Cosumnes River, Laguna Creek, Skunk Creek, Dry Creek, Hen Creek, and Deadman Gulch are all located within the Planning Area. A groundwater aquifer underlies Galt and serves as the City's municipal water supply. Most of these resources are regional in nature and require a cooperative effort to ensure protection of water quality in these bodies.

The goal and policies in this section seek to protect these water resources and maintain the highest quality for human and natural use. Goals and policies related to the City's water supply and delivery system are discussed in the Public Facilities and Services Element.

**Goal
COS-1**

To protect and enhance the qualities of the area's rivers, creeks, sloughs, and groundwater.

Policy COS-1.1: Flood Control

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

Policy COS-1.2: Flood Protection Ordinance

The City shall continue to implement the City's flood protection ordinance.

Policy COS-1.3: Inter-Agency Coordination

The City shall cooperate with FEMA, California Department of Water Resources, and other appropriate local, State, and Federal agencies to address local and regional flood issues.

Policy COS-1.4: Storm Flow Impacts

The City will continue to ensure, through the development review process, that future developments do not increase peak storm flows and do not cause flooding of downstream facilities and properties.

Policy COS-1.5: Water Quality Control Board Regulations Compliance

The City shall continue to comply with the Regional Water Quality Control Board's regulations concerning the operation of the City's wastewater treatment plant.

Policy COS-1.6: Underground Storage Tank Law Compliance

The City shall provide continued compliance with the Underground Storage Tank Law and all other laws relating to water quality.

Policy COS-1.7: Stormwater Quality Protection

The City shall, through the development review process, ensure compliance with Federal and State stormwater quality standards and regulations.

Policy COS-1.8: Septic System Discouragement

The City shall protect groundwater resources by protesting urban development with septic systems in the unincorporated County on parcels less than 2 acres on the west side of the Planning Area and less than 5 acres on the north and east side of the Planning Area.

Policy COS-1.9: Streambed Alteration Watershed Regulations Compliance

The City shall require proposed developments to comply with streambed alteration and watershed protection regulations as administered by the California Department of Fish and Game.

Policy COS-1.10: Ecological Features Retention

The City shall retain to the extent feasible the ecological features of the creeks, sloughs, and rivers in their natural state.

Policy COS-1.11: Riparian Corridor Protection

The City shall endeavor to protect, preserve, and improve riparian corridors.

Policy COS-1.12: Best Management Practices

The City shall require all new development and redevelopment to implement Best Management Practices (BMPs) to reduce pollutants to the maximum extent practicable. Additionally, the City shall require, as part of its Storm Water NPDES Permit and ordinances, to implement the Grading Plan, Erosion Control Plan, and Pollution Prevention Plan (SWPPP) during construction activities of any improvement plans, new development and redevelopment projects for reducing pollutants to the maximum extent practicable.

Policy COS-1.13: No Net Loss of Wetlands

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

Policy COS-1.14: Floodplain Dedication

The City should require property owners and developers to dedicate land within 100 year floodplains to the City, or other City-designated entity for biological mitigation credit or similar purpose, when a development project is approved. In addition to the land requirement, the City should require public access adjacent to these areas, but outside the 100 year flood plain, via bicycle and pedestrian trails and related amenities with appropriate signage.

Policy COS-1.15: Trails and Open Space Access

The City shall provide public access to all City-owned and maintained trails and open space areas in city limits. The City should also provide educational signage in these areas.

Policy COS-1.16: Incorporating Parks and Open Space with School Curricular Activities

The City should encourage schools to maximize curricular activities based on their location near parks and open space areas.

Policy COS-1.17: Floodplain Visual Accessibility

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

Fish and Wildlife Habitat

Fish and wildlife resources in the Galt area occur in both natural and altered habitats. Habitats altered either by agricultural cultivation or urban development make up most of the Planning Area. Although altered by human activities, these areas may still be valuable for wildlife (e.g., Deadman Gulch, Hen Creek). Natural habitats in and around Galt include Cosumnes River, Dry, Laguna, and Skunk Creeks.

Policies in this section encourage the protection of important habitats and commit the City to address the effects of urban development on these habitats.

Goal COS-2	To protect, restore, and enhance habitats that support fish and wildlife species.
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Policy COS-2.1: Sensitive Species Protection

The City should require minimization of impacts to protect mature trees, vernal pools, and any threatened endangered or other sensitive species when approving new development.

Policy COS-2.2: Wetland and Riparian Communities Management

The City shall support the protection, restoration, expansion, and management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitat.

Policy COS-2.3: Biologically Sensitive Area Development

The City should require new development in areas that are known to have particular value for biological resources to maximize preservation of sensitive vegetation and wildlife habitat.

Policy COS-2.4: Federal, State, and Local Statutes Compliance

The City shall review development proposals in accordance with applicable Federal, State, and local statutes protecting special-status species and jurisdictional wetlands.

Policy COS-2.5: Mitigation Measures Imposition

The City shall, in its role as lead agency, take into consideration mitigation standards and policies of resource and regulatory agencies with jurisdiction over biological resources (e.g., USFWS, CDFG, etc.).

Policy COS-2.6: Biological Surveys

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

Policy COS-2.7: Regional Habitat Conservation Efforts Coordination

The City shall continue to coordinate efforts with Sacramento County to develop the South Sacramento Habitat Conservation Plan.

Policy COS-2.8: Habitat Conservation Easement Coordination

The City will initiate contact with private conservation trusts and work to identify trust lands within the SOI and to the extent feasible will inventory known trust lands to address potential conflicts with development in the City's planning area.

Policy COS-2.9: Minimize Lighting Impacts

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

Vegetation

Like fish and wildlife habitat, the diverse stands of vegetation in Galt include both native and non-native species. Policies in this section support the preservation of important plant species and promote the use of native species, where possible, in new development and landscaping.

**Goal
COS-3**

To preserve and protect the valuable vegetation resources of the Galt area.

Policy COS-3.1: Riparian Protection

The City should require the protection of existing riparian vegetation along stream courses in the city.

Policy COS-3.2: Mature Tree and Woodland Preservation

The City shall encourage retention of mature trees and woodlands to the maximum extent possible.

Agriculture, Open Space, and Natural Resource Preservation

Part of the enjoyment of Galt is its open space resources, both human-made and natural. Some of Galt’s open space resources include parks, Dry Creek, mature trees in the neighborhoods and along roadways, and the agricultural lands surrounding Galt.

Goal COS-4	To preserve and enhance open space lands to maintain the natural resources of the Galt area.
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Policy COS-4.1: Prime Agricultural Land Preservation

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

Policy COS-4.2: Natural Floodway Protection

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

Policy COS-4.3: Natural Land Forms

The City shall support the preservation and enhancement of natural land forms, natural vegetation, and natural resources as open space to the extent feasible.

Policy COS-4.4: Open Space Protection

The City shall, where appropriate, permanently protect as open space areas of natural resource value, including wetlands preserves, riparian corridors, woodlands, and floodplains.

Policy COS-4.5: Development Design and Construction

The City shall require that new development be designed and constructed to preserve significant stands of vegetation and any areas of special ecological significance as open space to the extent feasible.

Policy COS-4.6: Natural Open Space in Parks

The City shall consider the inclusion of natural open space areas in regional, community, and neighborhood parks where appropriate.

Policy COS-4.7: Mining Activities

The City shall prohibit mining activities in the City limits and strongly oppose mining activity proposals within the Planning Area.

Policy COS-4.8: Open Space and Natural Area Connectivity

The City shall maintain open space and natural areas that are interconnected and of sufficient size to protect biodiversity, accommodate wildlife movement, and to provide more sustainable ecosystems.

Policy COS-4.9: Open Space Preservation

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

Air Quality—General

Galt is located within the Sacramento Valley Air Basin, in which the air quality does not meet some State and Federal health standards, particularly for ozone and small particulates (PM10). While emission control requirements on motor vehicles and industrial operations have substantially reduced air pollution from these sources, increased development and the associated increase in emissions from automobiles threatens to offset these gains. The Sacramento Metropolitan Air Quality Management District (SMAQMD) monitors and regulates air quality in the Planning Area and regulates air pollution emissions of commercial and industrial operations.

This section includes policies generally addressing ways to improve regional air quality. The next section specifically addresses the transportation-related policies pertaining to air quality. The last section of this element addresses global warming and greenhouse gas emissions.

**Goal
COS-5**

To protect and improve air quality in the Galt area with the goal of attaining State and Federal health-based air quality standards.

Policy COS-5.1: Vehicle Emission Reduction Programs

The City should support land use, transportation management, infrastructure, and environmental planning programs that reduce vehicle emissions and improve air quality.

Policy COS-5.2: Walkable Design

The City shall require subdivision and site plan designs to maximize pedestrian and bicycle circulation and promote street designs that strongly encourage biking and walking.

Policy COS-5.3: Infill Development Priority

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

Policy COS-5.4: Mixed-Use Development

The City should support appropriately located mixed-use developments inclusive of homes, schools, civic uses, retail and commercial services, and daycare facilities within walking distance of each other.

Policy COS-5.5: Midday Trip Reduction

The City should support the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) at major employment centers for the purpose of reducing midday vehicle trips.

Policy COS-5.6: SMAQMD Coordination

The City shall coordinate with the Sacramento Metropolitan Air Quality Management District (SMAQMD) on the review of proposed development projects. The City shall use the SMAQMD Guide to Air Quality Assessment for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents.

Policy COS-5.7: Air Quality Information Links

The City shall provide air quality information through the City's website, including links to SMAQMD and CARB public information.

Policy COS-5.8: Child Safety Programs

The City shall support infrastructure and programs that encourage children to safely walk or ride a bicycle to school.

Policy COS-5.9: Air Quality Mitigation Measures

The City shall enforce construction and operation related air quality mitigation measures adopted through the CEQA process.

Policy COS-5.10: New Development Operational Emission Reductions

The City shall require all new development projects which have the potential to result in significant operational air quality impacts (exceeding SMAQMD adopted thresholds), to incorporate design or operational features that result in a reduction in emissions equal to 15 percent from the level that would be produced by an unmitigated project, based upon feasible mitigation under CEQA.

Policy COS-5.11: Construction Mitigation Measures

The City shall require developers to implement dust suppression measures as well as the applicable standard construction mitigation measures associated with exhaust NO_x and PM-10 reduction in accordance with the current SMAQMD CEQA Guide to Air Quality Assessment.

Policy COS-5.12: Construction Mitigation Fees

The City shall require developers to comply with the current SMAQMD construction mitigation fee offset program.

Policy COS-5.13: Air Pollution Control Technology

The City shall follow the rules and regulations as adopted by the SMAQMD to maintain healthful air quality and high visibility standards. These measures shall be applied to new development approvals and permit modifications as appropriate.

Air Quality–Transportation

The relationship between development patterns and the transportation system has important air quality implications. This General Plan encourages land use patterns and alternative forms of transportation that reduce the length and number of automobile trips. Policies in this section address specific actions to address the air quality implications of automobile transportation associated with future growth. The last section of this element addresses global warming and greenhouse gas emissions.

**Goal
COS-6**

To integrate air quality planning with the land use and transportation planning process.

Policy COS-6.1: Traffic Signal Synchronization

The City should use synchronized traffic signals on roadways susceptible to emissions improvement through approach control.

Policy COS-6.2: Pedestrian and Bicycle Facilities

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

Policy COS-6.3: Employer Programs

The City should encourage employers to provide bicycle facilities, alternative work schedules, ridesharing, telecommuting, work-at-home programs, employee education (including information on alternatives to single-occupancy travel), preferential parking for carpools/vanpools, and alternative transportation mode subsidies.

Policy COS-6.4: City Fleet Vehicles

The City shall replace City fleet vehicles with lowest emission technology vehicles, wherever possible.

Policy COS-6.5: Public Transit Bus Fleet

The City shall encourage lowest emission technology buses in the public transit fleet.

Policy COS-6.6: Traffic Calming Measures

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

Policy COS-6.7: Transportation Management Association

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

Policy COS-6.8: Off-Peak Deliveries

The City should encourage business owners to schedule deliveries at off-peak traffic hours.

Global Warming and Energy Conservation

The relationship between development patterns and its associated effects on greenhouse gas emissions has important regional implications. This General Plan encourages energy conservation that leads to lowering Galt's carbon footprint relative to new development. Policies in this section address energy conservation measures to be associated with existing and future growth.

**Goal
COS-7**

To encourage energy conservation in new and existing developments in order to reduce greenhouse gas emissions and its effect on global warming.

Policy COS-7.1: Greenhouse Gas Emission Reduction

The City shall reduce greenhouse gas emissions from City operations as well as from private development in compliance with the California Global Warming Act of 2006 and any applicable State regulations. To accomplish this, the City will coordinate with the SMAQMD and the California Air Resources Board in developing a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies greenhouse gas emissions within the City as well as ways to reduce those emissions. The plan will parallel the requirements adopted by the California Air Resources Board specific to this issue. Specifically, the City will work with the SMAQMD to include the following key items in the Plan:

- Inventory all known, or reasonably discoverable, sources (both public and private) of greenhouse gases in the City;
- Inventory estimated 1990 greenhouse gas emissions based on available data, the current level, those projected for the 2020 milestone year (consistent with AB32), and that projected for the year 2030;
- Set a target for the reduction of emissions attributable to the City's discretionary land use decisions and its own internal government operations, and;
- Identify specific actions that will be undertaken by the City to meet the emission reduction targets set by the City.

Policy COS-7.2: Statewide Global Warming Solutions Support

The City should monitor and support the efforts of the California Air Resources Board, under AB 32, to formulate mitigation strategies, if any, that may be implemented by local government. If and when any such strategies become available, the City should consider whether to implement them in some form, such as, for example, by imposing new mitigation measures on new development. If the City Council, after seeking public input on the subject, chooses to implement any such measures it considers to be feasible and desirable, the City's commitment may take the form of a new ordinance, resolution, or other type of policy document.

Policy COS-7.3: Motor Vehicle Trip Reduction

The City shall encourage strategic land use patterns for businesses that reduce the number and length of motor vehicle trips and/or encourage alternative modes of travel.

Policy COS-7.4: Energy Efficient Development

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

Policy COS-7.5: Building Design and Components

The City shall encourage the implementation of cost-effective and innovative emission-reduction technologies in building components and design.

Policy COS-7.6: Sustainable Design

The City shall promote the implementation of sustainable design strategies for “cool communities” such as reflective roofing, light colored pavement, and urban shade trees.

Policy COS-7.7: Energy Efficient Design Techniques in Specific Plans

The City should require specific plans to incorporate energy efficient design techniques.

Policy COS-7.8: Energy Efficient Manufactured Homes

The City shall require minimum energy efficiency standards in manufactured homes.

Policy COS-7.9: City Facilities

The City shall incorporate, when feasible, energy-conserving design and construction techniques in all city facilities.

Policy COS-7.10: Renewable Energy Incentive Programs

The City shall encourage voluntary participation in incentive programs to increase the use of renewable energy.

Policy COS-7.11: Solar Photovoltaic System Incentive Programs

The City shall promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional, and public buildings.

Policy COS-7.12: Residential Rehabilitations and Improvements

The City shall encourage the rehabilitation and improvement of existing single-family homes and multi-family homes to meet or exceed minimum energy efficiency standards.

Policy COS-7.13: Renewable Technology Industries Recruitment

The City should assist Partnership for Prosperity efforts to recruit businesses to Galt that research, develop, manufacture, utilize, and promote energy efficiency and advanced renewable technologies.

Policy COS-7.14: Energy Planner Coordination

The City should include energy planners and energy efficiency specialists from SMUD and other energy providers in the initial pre-application discussions with developers to identify the potential for solar orientation and energy efficient systems, building practices, and materials.

Policy COS-7.15: New Tree Selection and Location

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

Policy COS-7.16: EPA Energy Star Certified Appliances

The City shall encourage the use of “EPA Energy Star” certified appliances (e.g., water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units) for new private development, where feasible. The City shall encourage the use of “EPA Energy Star” certified appliances for all public facilities, where feasible, in the course of ongoing maintenance/replacement.

Policy COS-7.17: Developer and Builder Energy Provider Coordination

The City shall encourage developers and builders of single-family and multi-family homes to contact utility providers for information about energy efficiency and renewable energy incentive programs for exceeding the State's Title 24 energy efficiency standards.

Policy COS-7.18: Energy Workshops

The City should collaborate with utility providers to conduct community workshops and provide written and web-based information on weatherization, energy efficiency, solar programs, and available utility and tax incentives.

Policy COS-7.19: Expedited Review for Installing Photovoltaic Systems

The City should reduce/remove the building review fee, use a standardized submittal procedure, and provide a one-day application review process for installing photovoltaic systems.

Policy COS-7.20: Incentives

The City should explore offering incentives (e.g., expedited processing and fee reductions/waivers) to property owners and developers who exceed State Title 24 energy efficiency standards.

Policy COS- 7.21: Residential Solar Generating Power Facilities.

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

Policy COS-7.22: LEED Certification

The City shall strive to attain LEED certification on all new municipal buildings with an ultimate goal of reaching LEED gold or platinum certification if feasible.

Policy COS-7.23: Waste Diversion Plan

The City should require developers of commercial, industrial, and multi-family projects to prepare a waste diversion plan to recycle at least 50 percent of the materials generated for discard by their project during the construction phase in consultation with representatives of California Waste Recovery Systems. The waste diversion and recycling plan shall use best management practices in order to achieve the recycling target. The plan shall be subject to City Planning Department review and approval.

Policy COS-7.24: City Education Programs

The City shall implement programs to train and educate City employees on energy conservation measures, subject to available funding.

Policy COS-7.25: Energy Efficient City Facilities

The City shall replace existing traffic lights, street lights, and other electrical uses with energy efficient bulbs and appliances in the course of ongoing maintenance/replacement.

Policy COS-7.26: Energy Savings Performance Contract

The City should consider executing an Energy Savings Performance Contract with a private entity to retrofit public buildings, funded by the City, in exchange for a share of the energy savings over a period of time.

Policy COS-7.27: Financing Sustainable Energy Practices

The City should evaluate opportunities for supporting new programs and promoting sustainable energy practices through financing mechanisms, such as pooled project funding, low-interest loans and state funds earmarked for energy efficiency and renewable energy. Additionally, the City should work with energy providers and State and Federal agencies to secure tax exemptions and tax rebates for residential energy performance improvements.



Economic Development Element

Introduction

The City of Galt faces numerous challenges as it grows alongside two burgeoning economic regions - the Sacramento metro area and the northern San Joaquin Valley. Even though these areas have created significant concentrations of new jobs, Galt continues to have a significant jobs/housing imbalance with 0.46 jobs for every one house. At its core, economic development is about planning for a community where businesses can thrive and attract wealth, provide jobs and income growth for local residents, generate revenue for local government, and revitalize existing neighborhoods. The challenge for Galt is to identify its role within the regional economy, and position the community to benefit from economic opportunities as they arise.

The ability of the City to meet its economic development objectives depends on regional market forces outside of the City's control. However, the City does have control over how to position itself as a place to do business. This includes targeting the types of businesses that the community wants to attract and retain, ensuring that resources are available for the labor force to improve its occupational skills, and creating a business climate that make the community attractive for business location and expansion. By targeting business attraction, improving the labor force, and optimizing the business climate, a community positions itself to attract and retain businesses that serve markets beyond its own borders and bring higher paying jobs into the community.

Economic development is also about serving local needs. In recent years, Galt's neighboring communities have increasingly created competition for serving these needs. While population growth in and around Galt increases the level of disposable household income and creates new demand for new local-serving businesses, capturing this spending requires planning for commercial areas that meet the needs of businesses who will serve the local population. Otherwise, this spending will continue to leave Galt and benefit businesses located outside the community.

In addition to accommodating growth and attracting new businesses, successful economic development also requires a consensus about the needs of growing businesses, community's values, and the type of community in which people want to live. The City, by making the community attractive as a place to live for creative and skilled residents, will, in turn, create opportunities for economic growth. These initiatives are essential activities that can ensure sustainable and diversified economic growth opportunities.

The planning process should ensure that Galt is in a position to benefit from the economic opportunities available to the community. While many economic forces are outside the realm of local control, the City's focus on economic development as a defined local strategy provides the opportunity for the community to choose to emphasize or deemphasize particular economic forces in order to better represent the community's character and collective vision.

This element contains goals, policies, and implementation measures related to the following topics:

- Retail Attraction and Development
- Downtown Development
- Industrial and Office Attraction and Development
- Business Retention and Expansion
- Workforce Development

Retail Attraction and Development

The goals and policies in this section are intended to address market opportunities presented by local household spending and reduce the amount of spending that currently leaves the community. These goals and policies also address regionally oriented retail opportunities that might be presented by residents of surrounding communities, purchases made by other businesses, and travelers passing through Galt along State Route 99. Retail spending is a primary source of sales tax revenue for the City of Galt, and optimizing this revenue source helps the City pay for local services.

Goal ED-1

Address existing retail market opportunities with local-serving commercial uses, and plan for future opportunities with regional commercial uses.

Policy ED-1.1: Local-Serving Commercial

The City should pursue locally-oriented commercial uses and prioritize those uses that are underserved in Galt. The City should also expand upon the existing base of local-serving retail and service establishments as population increases create additional market demand.

Policy ED-1.2: Regional Commercial

The City should consider regional retail development opportunities that can serve the growing population in Galt, as well as residents in the surrounding communities. These opportunities also include highway commercial uses that serve travelers along State Route 99, and retail uses that significantly benefit from a freeway frontage road location, such as automotive uses.

Policy ED-1.3: Retail Commercial Marketing

The City should take a targeted approach towards retail commercial marketing that develops a consistent marketing message and focuses this message towards those retail sectors with the greatest unmet market potential:

- General merchandise stores
- Home furnishings/appliances
- Specialty retail
- Automotive

Policy ED-1.4: Site Development

The City should identify and track changes to appropriate sites for new retail commercial businesses through the following:

- Identify new retail commercial development sites.
- Periodically monitor vacant spaces within existing retail centers and shopping districts.

- Identify infill and reuse sites for new retail commercial development.

Downtown Development

The goals and policies in this section are intended to promote the future viability and vitality of Downtown Galt. Downtown Galt is approximately bounded on the north by A Street, south by D Street and the extension of H Street, east by Civic Drive, and west by Second Street. Downtown faces numerous competitive challenges, and a process needs to be established that will help existing businesses remain competitive, and allow the Downtown area to redefine its economic role in the face of significant transition in the local serving market.

Goal ED-2

Ensure that Downtown Galt remains a vital and viable place to visit and conduct business.

Policy ED-2.1: Funding Sources

The City should pursue funding sources that can be used for purposes of physical improvements to individual Downtown businesses.

Policy ED-2.2: Business Attraction

The City should assist the Chamber of Commerce and similar agencies to identify and pursue appropriate business uses that complement existing establishments, and add to the foot traffic and activity in Downtown Galt.

Industrial and Office Attraction and Development

The goals and policies in this section address market opportunities for attracting "basic industries" to Galt. These types of industries serve regional and global markets, increase prevailing wage levels in a community, and attract wealth and ancillary business potential into a given market area. These industries also help to address existing imbalances between jobs and housing.

Goal ED-3

Promote the development of an industrial and office base that ties into regional opportunities, diversifies the existing business base in Galt, and promotes a jobs-housing balance of 1:1.

Policy ED-3.1: Business Site Development

The City should monitor and track changes to appropriate sites for new businesses and expansion of existing businesses in the following areas:

- Identify new development sites appropriate to particular industrial and office uses
- Identify infill and reuse sites for new development, including potential opportunity sites for mixed use development.

Policy ED-3.2: Industrial and Office Marketing

The City should take a targeted approach towards marketing that develops a consistent and appropriate marketing message for Galt as a destination for industrial and office uses.

Policy ED-3.3: Base Industries

The City should explore business development opportunities with base industries in manufacturing and wholesale trade activities. These industries, as identified in the Existing Conditions report, include the following economic sectors:

- Metal products
- Furniture
- Structural Clay
- Electrical equipment
- Navigation equipment
- Medical instruments
- Confectionery products
- Textile products

Policy ED-3.4: Service Industries

The City should explore business development opportunities with service providing industries. These industries, as identified in the Existing Conditions report, include the following economic sectors:

- Banks/credit unions
- Security and commodity brokers
- Insurance
- Health services
- Business services
- Recreation and Fitness
- Educational services

Policy ED-3.5: Mixed-Use Developments

The City should encourage mixed-use developments that incorporate residential uses with office and commercial uses, especially in the Downtown and Notch neighborhoods and at the intersection of Twin Cities Road and State Route 99. (M&A)

Policy ED-3.6: Quality Business Attraction

The City should encourage businesses to locate in the community that offer good working environments for employees, livable wages and benefits, and are in good standing with the Better Business Bureau.

Business Retention and Expansion

The goals and policies in this section address the need to focus attention on the business retention and expansion needs of existing businesses in Galt. Businesses that have outgrown their existing spaces or are deciding whether or not to relocate to a different location are the target audience for business retention and expansion activities. Existing businesses provide Galt's job base, and constitute the most effective starting point from which to diversify the economic base. Keeping these jobs in Galt is an important goal because the majority of job creation is done by expansion of existing businesses.

Goal ED-4	Strengthen existing industry concentrations in Galt and retain jobs in viable economic sectors.
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Policy ED-4.1: Business Retention and Expansion (BRE) Priority

The City should prioritize local business retention by focusing BRE resources on retaining and expanding those businesses that already serve as significant sources for jobs and/or tax revenue for the City.

Policy ED-4.2: Expansion Opportunities

Business retention activities should include exploring opportunities for local business expansion. These opportunities include the following:

- Businesses looking to expand within their existing space
- Businesses seeking to relocate to a different location
- Businesses that want to add an additional location

Policy ED-4.3: Regional Participation

The City should collaborate with regional economic development organizations such as the Sacramento Area Commerce and Trade Organization (SACTO).

Workforce Development

The goals and policies in this section address the need for increasing the job skills and occupational opportunities for the local labor force. Workforce development looks at Businesses that have outgrown their existing spaces or are deciding whether or not to relocate to a different location. These are the target audience for business retention and expansion activities. Existing businesses provide Galt's job base, and constitute the most effective starting point from which to diversify the economic base. Keeping these jobs in Galt is an important goal because the majority of job creation is done by expansion of existing businesses.

**Goal
ED-5**

Strengthen and develop the local labor force in Galt.

Policy ED-5.1: Job Training and Continuing Education Resources

The City should frequently assess the need for new job training and continuing education resources as the population in Galt and the surrounding unincorporated areas grows, and the business base grows and diversifies. The City should support efforts to locate these resources in closer proximity to Galt residents, and look into potential collaborations with agencies in Sacramento and San Joaquin counties.

Policy ED-5.2: Regional Participation

The City shall coordinate with regional agencies such as the Sacramento Employment & Training Agency (SETA) to maximize job retraining and provide other assistance resources for local workers affected by major facility closures.



Historic Resources Element

Introduction

Galt's rich heritage is reflected in many significant historic buildings, events, and artifacts. Downtown Galt in particular includes many historically-significant buildings. This element provides a comprehensive program to help foster historic preservation efforts in Galt through economic incentives, community education, and coordination within the City and with historic preservation groups.

This element contains goals, policies, and implementation measures related to the following topics:

- Historic Preservation
- Economic Incentives for Historic Preservation
- Historic Preservation Education and Awareness
- Archeological Resources

Historic Preservation

The protection, enhancement, perpetuation, and use of structures of historic, architectural, and engineering significance have a cultural and aesthetic benefit to the community. The goal and policies in this section are intended to establish a framework for the preservation of Galt's historic resources. They seek to preserve the heritage of the city and to promote a sense of place that enhances the economic, cultural, and aesthetic standing of the city.

Goal HRE-1

To preserve and maintain sites and structures that serve as significant, visible connections to Galt's social, cultural, economic, and architectural history.

Policy HRE-1.1: Historic Preservation

The City should designate natural or human-made features as cultural resources or historic preservation districts if they meet one or more of the following criteria:

- It exemplifies or reflects special elements of the city's cultural, architectural, aesthetic, social, economic, political, artistic, and/or engineering heritage;
- It is identified with persons, businesses, or events significant to local, State, or National history;
- It embodies distinctive characteristics of style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;

- It is representative of the notable work of a builder, designer, engineer, or architect;
- Its unique location or singular physical characteristic represents an established and familiar visual feature of a neighborhood, community, or the city; and/or
- It is a geographically definable area possessing a concentration or continuity of sites, buildings, structures, or objects as unified by past events or aesthetically by plan or physical development.

Policy HRE-1.2: Preservation of Architectural Styles

The City shall encourage the preservation of varied architectural styles that reflect Galt's cultural, social, economic, political, and architectural past. For structures listed on the City's cultural resources list or on the NRHP or CRHR, preservation efforts shall conform to the current Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building.

Policy HRE-1.3: Downtown Design Coordination

The City shall provide for design coordination and control in the Downtown area.

Policy HRE-1.4: Renovations

The City shall continue to assist in financing and accomplishing renovation efforts in the Downtown area, including façade enhancements, as funding allows. For designated historic structures, renovation efforts shall conform to the current Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building.

Policy HRE-1.5: Historic Resources Inventory

The City shall continue to update the Historic Resources Inventory to include all historically and architecturally significant buildings, sites, landscapes, signs, and features within the city limits.

Policy HRE-1.6: Property Owner Consultation

The City shall consult with property owners early in the process of designating properties or buildings as historically and/or architecturally significant.

Policy HRE-1.7: Environmental Review of Historic Resources

The City shall require that environmental review consistent with the California Environmental Quality Act (CEQA) be conducted on demolition permit applications for buildings designated as, or potentially eligible for designation as, historic structures and shall continue to implement the requirement for a Certificate of Appropriateness as set forth in Appendix A of the Downtown Revitalization and Historic Preservation Specific Plan.

Policy HRE-1.8: Railroad Property

The City shall continue to make efforts with Union Pacific to improve railroad-owned property in downtown with parking, landscaping, seating, and park areas.

Policy HRE-1.9: Downtown Revitalization and Historic Preservation Specific Plan Area

The City shall continue to implement the Downtown Revitalization and Historic Preservation Specific Plan, including the design guidelines to ensure that new construction, renovations, and additions are compatible with existing adjacent

structures. For designated historic structures, renovation efforts shall conform to the current Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building.

Policy HRE-1.10: Adaptive Reuse

The City shall encourage the preservation, maintenance, and adaptive reuse of existing historic buildings in the Redevelopment Area and other commercial areas of the city in order to prevent demolition and disrepair.

Policy HRE-1.11: Historic Preservation Plan

The City should develop a Historic Preservation Plan to assist and implement preservation measures in Galt. Features of the plan may include the following:

- The purpose of the preservation plan;
- A statement of historic and/or archeological preservation goals in the community;
- A definition of the historic and/or archeological character of the community;
- A summary of past and current efforts to preserve the community's character;
- A survey of historic and archeological resources in the community with details on the features that make the resources significant;
- An explanation of the legal basis for protection of historic and archaeological resources in the community;
- A statement of clear, concise, punitive action that can be expected when historic or archeological resources are abused;
- A statement of incentives that are or will be made available to assist in the preservation of the community's historic and archeological resources; and
- A statement of the relationship between historic preservation and the community's educational system and program.

Economic Incentives for Historic Preservation

The goal and policies in this section promote economic assistance for historic preservation. The most effective way of preserving a historic structure is by making it economically viable. This can be accomplished through incentives, assistance, grants, and by promoting Galt's historic resources as unique attractions for shoppers and tourists.

**Goal
HRE-2**

To combine historic preservation and economic development so as to encourage owners of historic properties to upgrade and preserve their properties in a manner that will conserve the integrity of such properties in the best possible condition.

Policy HRE-2.1: Economic Incentives

The City should continue to develop incentives (i.e., reducing or waiving building permit fees) for owners of historically-significant buildings to improve their properties, including properties that are unable to benefit from other government programs for historic preservation and for historic preservation projects that provide low-income housing or essential city services.

Policy HRE-2.2: Federal and State Grants

The City shall support Federal and State grants for historic preservation projects involving public-private partnerships, including HOME, Community Development Block Grant (CDBG), and Transportation Enhancement Activities (TEA) grant applications, where appropriate.

Historic Preservation Education and Awareness

The goals and policies in this section seek to develop innovative community education programs to promote historic preservation. Awareness and appreciation of Galt’s historic resources will foster a greater enjoyment of the city and greater support for historic preservation efforts.

Goal HRE-3	To promote community awareness and appreciation of Galt’s history and architecture.
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Policy HRE-3.1: Awareness Ceremonies

The City should formally recognize private and public quality rehabilitation and restoration work through awareness ceremonies.

Policy HRE-3.2: Coordination with other Agencies and Organizations

The City should coordinate historic preservation efforts with other agencies and organizations, including the Galt Historical Society, Chamber of Commerce, and other historical organizations.

Archeological Resources

The goal and policies in this section are intended to establish a framework for the preservation of Galt’s archeological resources. They seek to identify, preserve, and promote the archeological heritage of the city.

Goal HRE-4	To encourage the identification, protection, and enhancement of Galt’s archaeological resources for their cultural values.
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Policy HRE-4.1: Archaeological Resource Surveys

For future development projects on previously un-surveyed lands, the City shall require a project applicant to have a qualified archeologist conduct the following activities: (1) conduct a record search at the North Central Information Center located at California State University, Sacramento and other appropriate historical repositories, (2) conduct field surveys where appropriate, and (3) prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archeological Resource Management Reports). These requirements shall be completed prior to the approval of the specific project.

Policy HRE-4.2: Native American Resources

The City shall consult with Native American representatives regarding cultural resources to identify locations of importance to Native Americans, including archeological sites and traditional cultural properties. Consistent with State requirements, consultation shall occur at the onset of an amendment to the City's General Plan or a specific plan.

Policy HRE-4.3: Discovery of Archaeological Resources

In the event that archaeological/paleontological resources are discovered during site excavation, the City shall require that grading and construction work on the project site be suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist. The City will require that a qualified archeologist/paleontologist make recommendations for measures necessary to protect a site or to undertake data recovery, excavation, analysis, and curation of archaeological/paleontological materials.

Policy HRE-4.4: Discovery of Human Remains

Consistent with CEQA Guidelines (Section 15064.5), if human remains of Native American origin are discovered during development project construction, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). If any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- a. The Sacramento County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
- b. if the remains are of Native American origin,
 1. The descendants of the deceased Native Americans have made a timely recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
 2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.



Land Use Element

Introduction

This element outlines proposed patterns of land use, policies, and standards for future development. This element is divided into two major sections. The first section includes the Land Use and Circulation Diagram and the related land use classification system and standards. The second section contains goals, policies, and implementation programs related to existing and future land use and development.

In addition to describing the Land Use and Circulation Diagram, General Plan Area, and land use designations and standards, this element contains goals, policies, and implementation measures related to the following topics:

- Overall City Growth and Expansion
- New Development
- Downtown
- Residential Growth
- Commercial, Mixed-Use, and Public/Quasi-Public Development
- Office Professional Development
- Industrial Development
- Agriculture, Open Space, and Parks
- Environmental Justice
- General Plan Maintenance

Land Use and Circulation Diagram

The most familiar part of any general plan is the Land Use and Circulation Diagram showing the types and locations of existing and future development the plan envisions. To appreciate and use the various designations shown on the diagram, the reader must first understand the purpose of each designation and the uses and standards associated with the designation. The following sections describe the standards and outline the allowable uses for each of the designations shown on the City of Galt's General Plan Land Use and Circulation Diagram.

General Plan Area

The General Plan Area includes all land designated for or to be considered for future development as part of Galt under this General Plan. This boundary includes 13,400 acres, which is enough land for the projected residential and non-residential growth of the city to the year 2030. The General Plan Area follows the Laguna Creek floodplain/1,500 feet north of Twin Cities Road on the north, Dry Creek on the south, Cherokee Lane on the east, and Sargent Road/Union Pacific railroad tracks on the west. This boundary is approximately 4,380 acres larger than the City's current (2007) sphere of influence (9,017 acres). Figure I-1 shows the boundary of the General Plan Area and the sphere of influence.

Land Use Designations and Standards

The Land Use and Circulation Diagram (Figure LU-1) shows 13 residential and non-residential land use designations. These 13 land use designations are described, with photo examples, in Table LU-1. State law mandates that general plans include standards of population density and building intensity for all of the territory covered by the plan. To satisfy this requirement, the General Plan includes such standards for each of the land use designations appearing on the Land Use and Circulation Diagram. These standards are stated differently for residential and non-residential development.

Residential Uses

Standards of population density for residential uses can be derived by multiplying the maximum allowable number of dwelling units per gross acre by the average number of persons per dwelling unit assumed for the applicable residential designation. Standards of building intensity for residential uses are stated as the allowable range of dwelling units per gross acre.

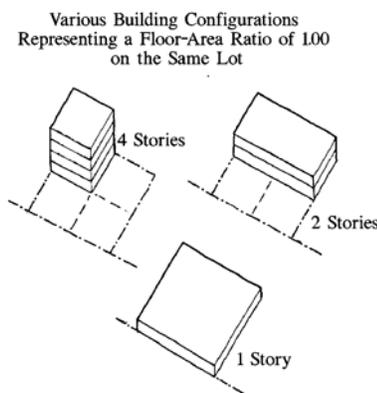
The assumed average number of persons per dwelling unit for each residential designation has been extrapolated from population and housing unit estimates prepared by the Sacramento Area Council of Governments (SACOG) and the State of California Department of Finance. These are summarized in Table LU-2.

Non-Residential Uses

Standards of building intensity for non-residential uses in the General Plan are stated as maximum floor-area ratios (FARs). A floor-area ratio is the ratio of the gross building square footage on a lot to the net square footage of the lot.

For example, on a lot with 10,000 net square feet of land area, a FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same lot, a FAR of 0.50 would allow 5,000 square feet of floor area, and a FAR of 0.25 would allow 2,500 square feet. The diagram below illustrates conceptually how buildings of one, two, and four stories could be developed on a given lot with a FAR of 1.00.

Standards of population density for non-residential uses can be derived by multiplying one acre (43,560 square feet) by the applicable FAR and then dividing by the assumed average square footage of building area per employee. The assumed average square footage of nonresidential building floor area per employee is based on historic averages and market studies. These are summarized in Table LU-2.

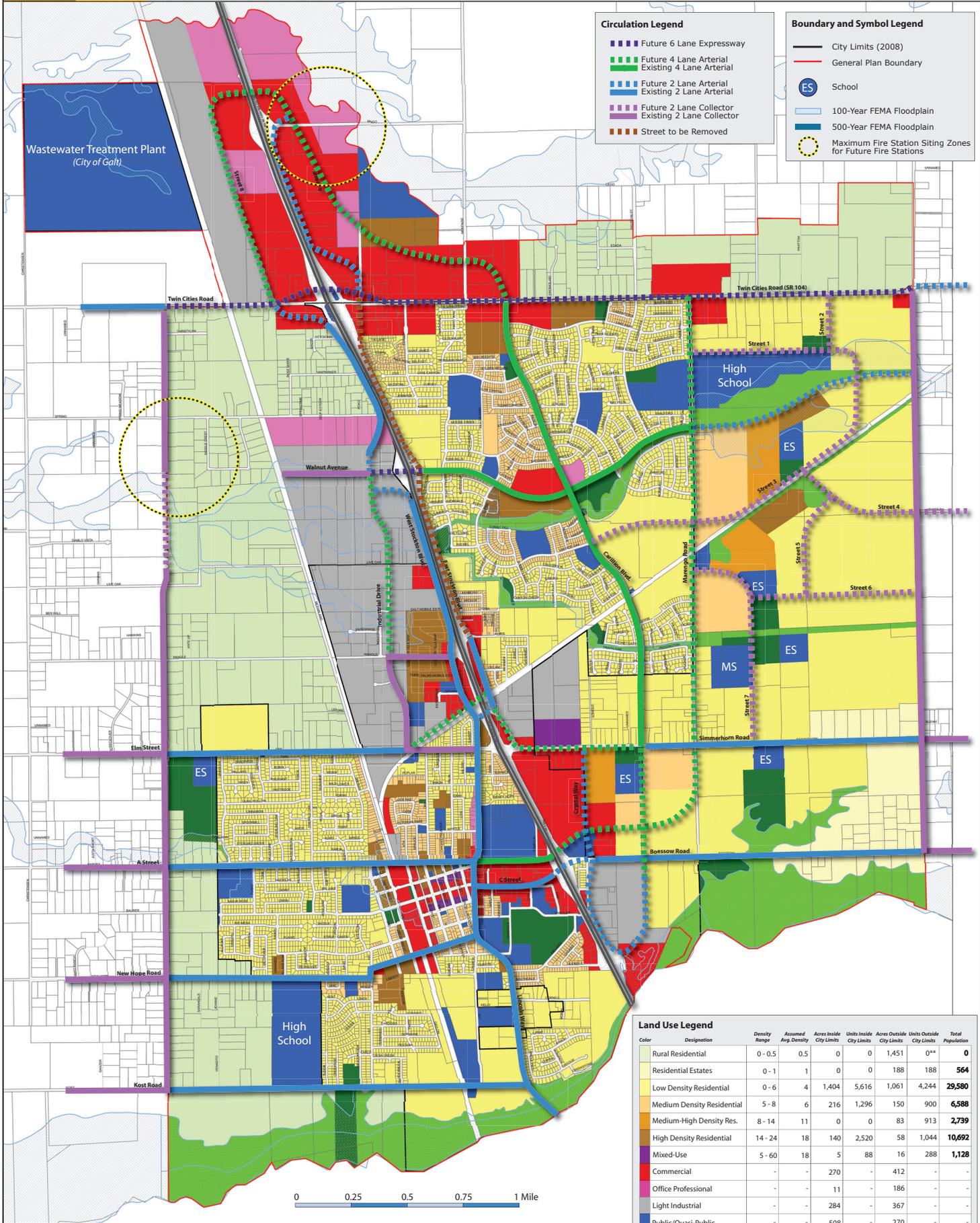


**Table LU-1
Land Uses Categories**

	<p>Rural Residential (RR)</p> <p>Provides for single family detached homes and secondary residential units on 2 acre minimum lots without full urban services and with limited agricultural uses. This use is in the Planning Area but outside of the 2007 city limits. This use is typically located on the far western and northern parts of the Planning Area to provide transition between urban and rural uses.</p>
	<p>Residential Estates (RE)</p> <p>Provides for single family detached executive housing opportunities, secondary residential units, and public and quasi-public uses on large lots with limited urban services.</p>
	<p>Low-Density Residential (LDR)</p> <p>Provides for single family detached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. This use is typically located in areas which include full urban services, and away from industrial, intensive commercial, and large-scale infrastructure (i.e., power substations, wastewater treatment plant).</p>
	<p>Medium-Density Residential (MDR)</p> <p>Provides for single family detached homes, secondary residential units, duplexes, public and quasi-public uses, and similar and compatible uses. Attached single- and multi-family homes are also allowed with a conditional use permit. This use is typically located adjacent to low-density residential areas and provides a transition between low-density and medium-high density residential.</p>
	<p>Medium-High Density Residential (MHDR)</p> <p>Provides for single family detached and attached homes, secondary residential units, public and quasi-public uses, and similar, compatible uses. This use provides a transition from lower density residential areas and is often close to commercial/office professional areas, and arterial streets.</p>
	<p>High-Density Residential (HDR)</p> <p>Provides for single-family attached homes, multi-family residential units, and similar and compatible uses. This use is typically located near medium-high density and/or near commercial/office professional uses or arterial streets and highways.</p>

	<p>Mixed-Use (MU)</p> <p>Provides for residential uses combined with compatible uses such as retail, service, restaurants, banks, entertainment uses, professional and administrative offices, and public and quasi-public uses. This use is typically located in the downtown and other parts of the city that serve as community centers with residential, commercial, and employment uses in the immediate vicinity.</p>
	<p>Commercial (C)</p> <p>Provides primarily for regional, neighborhood, and locally-oriented retail and service uses, restaurants, banks, entertainment uses, public and quasi-public uses, and similar and compatible uses. This use is typically located downtown and in areas of good visibility, such as arterials or major intersections.</p>
	<p>Office Professional (OP)</p> <p>Provides for office parks, office buildings, and quasi-public uses. This use is typically located on arterial and collector streets, and in downtown if it is in scale with existing buildings.</p>
	<p>Industrial (I)</p> <p>Provides for research and development, warehouses, and manufacturing, and quasi-public uses. This use is typically located away from residential uses and in the immediate vicinity of State Route 99 and/or the Union Pacific mainline railroad tracks.</p>
	<p>Public/Quasi-Public (PQ)</p> <p>Provides for public facilities such as schools, fire stations, hospitals, sanitariums, libraries, museums, government offices and courts, churches, meeting halls, cemeteries and mausoleums, public facilities, and similar and compatible uses. This use is typically located throughout the community.</p>
	<p>Parks (P)</p> <p>Provides for active and passive recreational uses, habitat protection, and public/quasi-public uses. This use is located throughout the community.</p>
	<p>Open Space (OS)</p> <p>Provides for passive outdoor recreational uses, habitat protection, watershed management, public and quasi-public uses, areas that contain public health and safety hazards such as floodways, and areas containing environmentally-sensitive features. This use is located throughout the community.</p>

FIGURE LU-1: LAND USE AND CIRCULATION DIAGRAM



Circulation Legend

- Future 6 Lane Expressway
- Future 4 Lane Arterial
- Existing 4 Lane Arterial
- Future 2 Lane Arterial
- Existing 2 Lane Arterial
- Future 2 Lane Collector
- Existing 2 Lane Collector
- Street to be Removed

Boundary and Symbol Legend

- City Limits (2008)
- General Plan Boundary
- School (ES)
- 100-Year FEMA Floodplain
- 500-Year FEMA Floodplain
- Maximum Fire Station Siting Zones for Future Fire Stations

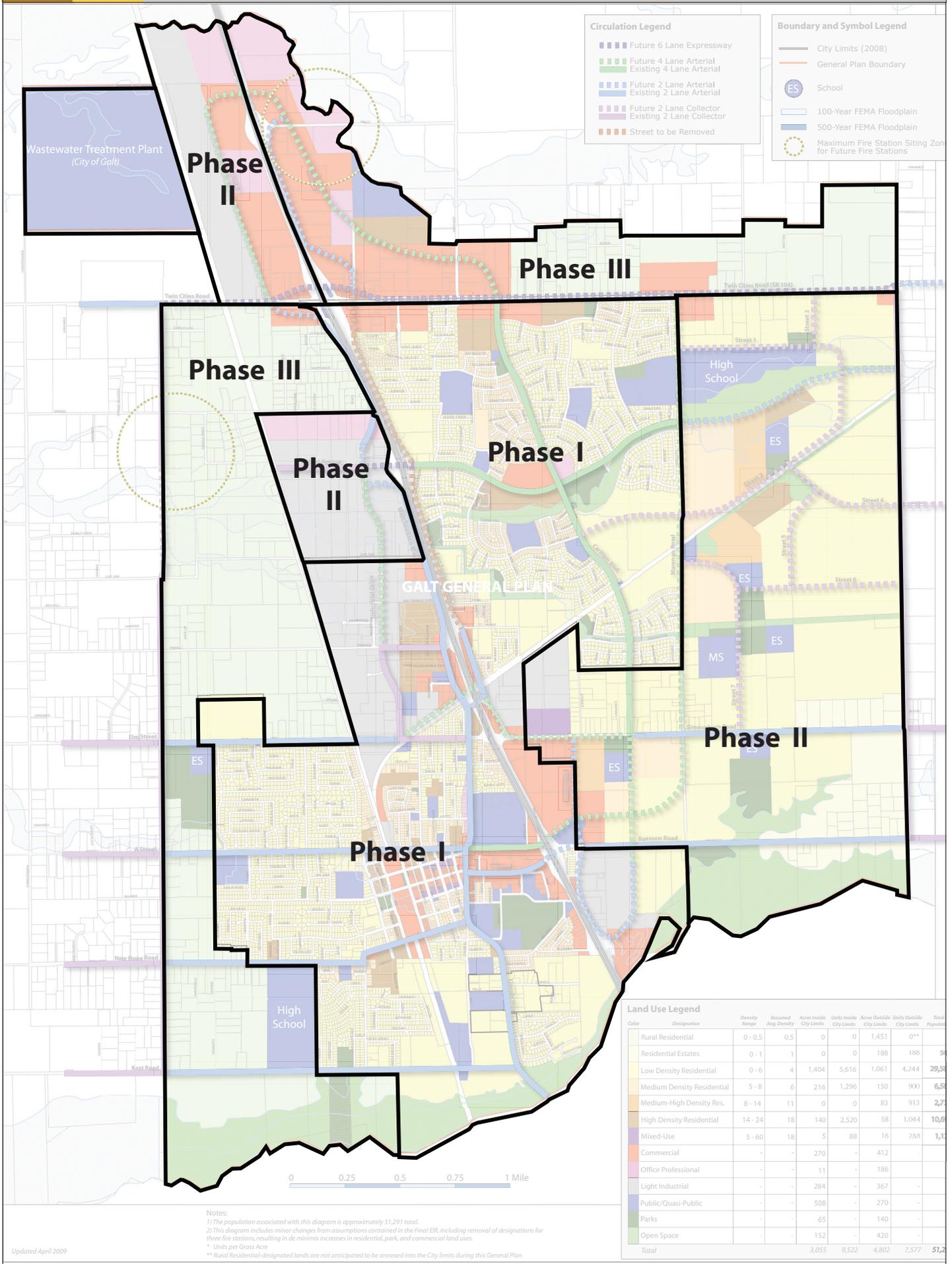
Land Use Legend

Color	Designation	Density Range	Assumed Avg. Density	Acres Inside City Limits	Units Inside City Limits	Acres Outside City Limits	Units Outside City Limits	Total Population		
	Rural Residential	0 - 0.5	0.5	0	0	1,451	0**	0		
	Residential Estates	0 - 1	1	0	0	188	188	564		
	Low Density Residential	0 - 6	4	1,404	5,616	1,061	4,244	29,580		
	Medium Density Residential	5 - 8	6	216	1,296	150	900	6,588		
	Medium-High Density Res.	8 - 14	11	0	0	83	913	2,739		
	High Density Residential	14 - 24	18	140	2,520	58	1,044	10,692		
	Mixed-Use	5 - 60	18	5	88	16	288	1,128		
	Commercial	-	-	270	-	412	-	-		
	Office Professional	-	-	11	-	186	-	-		
	Light Industrial	-	-	284	-	367	-	-		
	Public/Quasi-Public	-	-	508	-	270	-	-		
	Parks	-	-	65	-	140	-	-		
	Open Space	-	-	152	-	420	-	-		
	Total					3,055	9,522	4,802	7,577	51,291

Notes:
 1) The population associated with this diagram is approximately 51,291 total.
 2) This diagram includes minor changes from assumptions contained in the Final EIR, including removal of designations for three fire stations, resulting in de minimis increases in residential, park, and commercial land uses.
 * Units per Gross Acre
 ** Rural Residential-designated lands are not anticipated to be annexed into the City limits during this General Plan

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FIGURE LU-2: PHASE I, II, AND III DIAGRAM



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**Table LU-2
Development Intensity Standards**

Land Use Designation	Minimum Lot Size	Permitted Dwelling Units Per Gross Acre		Maximum Non-residential Floor Area Ratio (FAR)	Persons Per Household ²	Assumed Average Employee Density ³	Primary Implementing Zoning Designation
		Min	Max ¹				
Residential							
Rural Residential (RR)	2 acres	None	0.5	-	0.00 ⁴	-	RR
Residential Estates (RE)	1 acre	None	1.0	-	2.75	-	RE
Low-Density Residential (LDR)	6,500 sf	None	6.0	-	3.00	-	R1A, R1B, R1C
Medium-Density Residential (MDR)	5,500 sf	5.0	8.0	-	3.00	-	MR
Medium-High Density Residential (MHDR)	2,000 sf ⁵	8.0	14.0	-	3.00	-	MHR
High-Density Residential (HDR)	None	14.0	24.0	-	3.25	-	HR
Mixed-Use (MU)	None	5	60.0	3.0	3.25	-	MU
Nonresidential							
Commercial (C)	None	-	-	3.0	-	550	C, HC, NC
Office Professional (OP)	None	-	-	2.0	-	283	OP
Industrial (I)	None	-	-	1.0	-	439	M, LM
Public/Quasi-Public (PQ)	None	-	-	1.0	-	-	PQ
Parks (P)	None	-	-	0.10	-	-	P, PQ
Open Space (OS)	None	-	-	0.10	-	-	OS, PQ

1. Maximum dwelling units per acre excludes secondary residential units.

2. Assumed average household size for the purposes of estimating population holding capacity. The figures cited under each residential designation do not represent City policy; they simply provide the basis for correlating the permitted number of dwelling units per acre with the potential residents of those units.

3. Equals the amount of square feet per one employee.

4. There is no population estimate associated with Rural Residential because these uses are not anticipated to have full urban services provided by the City and these lands are not anticipated to be annexed to the City during this General Plan.

5. For condominium-type development, the minimum lot size is determined by dividing the gross acreage by the number of housing units.

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Overall City Growth and Expansion

The goal and policies in this section set standards for future development in Galt, focusing on high-quality, orderly growth to achieve desired residential, commercial, and employment development. Development should occur consistent with the City's ability to assimilate growth and maintain the small-town feeling and quality of life in Galt.

Goal LU-1

To expand the city as necessary in an orderly pattern consistent with economic, social, and environmental needs.

Policy LU-1.1: Phased Development

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

- a. **Phase I:** Includes only the areas within the existing 2007 city limits, which can be adequately served by public facilities, including the City's wastewater treatment plant, as shown in the Land Use and Circulation Diagram (Figure LU-1).
- b. **Phase II:** Includes areas outside of the existing 2007 city limits but close to available public services and infrastructure. This includes land in the "notch" (the area generally along Simmerhorn and Boessow Roads between Highway 99 and Marengo Road), the eastern part of the Planning Area, the area north of Twin Cities Road between the Union Pacific mainline and State Route 99, and the proposed expansion of the existing industrial park between Live Oak Avenue and Spring Street. The main purpose of this policy is to limit public facilities provision outside of these areas in order to encourage a compact urban form, limit the cost of providing public facilities, and provide for urban land uses to meet the needs of the projected 2030 population. Developers of land within Phase II will be required to obtain approval of a Specific Plan prior to annexation in accordance with the following procedures:
 - 1) Property owners/applicants in Phase II that are interested in annexation and development shall first submit a "Specific Plan Proposal" to the Community Development Department, with appropriate fees. The Specific Plan Proposal shall consist of:
 - Executive Summary of the Proposal describing the main components of the plan, the guiding principles for design and development, and a summary of the market study and fiscal analysis findings noted below;
 - Logical boundaries that ensure orderly, efficient and cost-effective extension and maintenance of necessary infrastructure;
 - Proposed Land Use and Circulation Diagram for all of the property to be included;
 - Demonstrated incorporation of innovative and "smart growth principles" such as jobs/housing balance, alternative and non-polluting modes of travel, emissions reductions, habitat

and open space preservation, energy conservation measures, sustainability principles, and an adequate mix of economic and residential opportunities;

- Proposed Circulation Plan for the primary arterial and collector streets and demonstrated pedestrian/bicycle circulation;
- Study showing the market feasibility of development in the area, including expected absorption rate; and
- Description of proposed financing mechanisms for provision of needed public facilities and services.

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

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

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

c. **Phase III:** Includes areas beyond Phase II that will require major upgrades to the City's public facilities and services. These lands are relatively far from public services and infrastructure. Phase III lands, excluding land for needed public facilities and services (parks, schools, etc.), will also be required to provide a Specific Plan Proposal for development consideration in accordance with the procedures noted for Phase II lands. The City shall, when deemed necessary, consider the appropriateness of development in the Phase III area based on the following considerations to be included in the Specific Plan Proposal:

- 1) All requirements listed under Phase II development above (Policy LU-1.1(b)(2)); and
- 2) Availability of land within the Phase I and Phase II development areas or demonstration of a unique development opportunity of substantial benefit to the City that would justify a reprioritization of phasing.

d. **Exceptions to the Specific Plan Requirement:**

- 1) The City may, at its discretion, waive the Specific Plan preparation requirement for small projects within any Phase that demonstrate a unique development opportunity if the City determines that a Specific Plan would be impractical or unnecessary for the Project.
- 2) Annexation of land for needed public facilities and services is exempt from the requirement to prepare a Specific Plan.

Policy LU-1.2: Proposed Development Consistency

The City shall review development proposals in detail for consistency with General Plan policies.

Policy LU-1.3: Annexation Areas

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

Policy LU-1.4: Northern Floodplain Urban Limit

The City shall not permit development within the Laguna Creek or Skunk Creek 100-year FEMA floodplains.

Policy LU-1.5: Sphere of Influence (SOI) Boundaries

The City shall submit a formal application for an adjustment to the current (2007) sphere of influence boundary. This application may also include the detachment of land on the west side of the current (2007) Sphere of Influence between approximately Christensen Road and Sergeant Road/Midway Road.

Policy LU-1.6: Orderly Growth

The City shall ensure that development occurs in an orderly sequence based on the logical and practical extension of public facilities and services.

Policy LU-1.7: Fiscal Balance

The City shall designate land for development consistent with the needs of the community and consistent with its efforts to maintain a positive fiscal balance for the City.

Policy LU-1.8: Infrastructure

The City shall manage growth to keep pace with planned facilities and service improvements.

Policy LU-1.9: Growth in Hazard-Prone Areas

The City shall limit urban growth in areas with hazardous conditions such as flooding and unstable soils.

Policy LU-1.10: South Sacramento County Habitat Conservation Plan

The City shall coordinate habitat preservation efforts with Sacramento County to maintain critical species habitat preservation zoning on open space north of the Planning Area and within the proposed South Sacramento County Habitat Conservation Plan. The City shall continue to mitigate impacts on special habitats and endangered species in consultation with applicable Federal and State agencies prior to adoption of the South Sacramento County Habitat Conservation Plan.

Policy LU-1.11: County Island

The City should consider annexation of the County “island” located on Lincoln Way south of downtown.

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

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

Policy LU-1.13: Zoning Consistency

The City shall ensure that the Zoning Ordinance and Zoning Map are consistent with the General Plan.

Policy LU-1.14: Land Use Decision Equity

The City shall ensure that all land use decisions are made in an equitable fashion in order to protect residents, visitors, and workers – regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location – from the health effects of water and air pollution.

Policy LU-1.15: Caltrans Handbook Reference

When reviewing proposed projects within a one mile radius of an airport (Mustang Airport, if approved for public use), the City shall refer to the Caltrans Airport Land Use Planning Handbook (2002) in order to identify any potential safety compatibility concerns between the airport and the proposed land use.

New Development

The goal and policies in this section seek to require all future physical development projects anywhere in the City to incorporate high quality architectural, site, and material design. This includes the encouragement of so-called “smart growth” principles and sustainable land use practices. Because Galt is a more suburban community without major transit opportunities or high urban densities that are key to many of the smart growth principles, the City will focus primarily on encouraging a variety of housing types, creating mixed use developments, protecting farmland and open space, and developing more efficient and multi-modal transportation options.

The City will also strongly encourage the use of environmentally sustainable land use practices including, but not limited to, energy and environmental conservation, use of renewable energy sources, building orientation to maximize solar and wind power opportunities, minimizing permeable surfaces to reduce/treat stormwater, and maximizing walking and biking connections within neighborhoods and to outside activity areas.

**Goal
LU-2**

To improve community design throughout the city by requiring high quality site and architectural design that helps build community, encourages social interaction, and supports non-automotive transportation.

Policy LU-2.1: Design for Safety

The City shall require good design as a means to promote public safety.

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

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

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

Smart growth principles and sustainable land use practices (Low Impact Development) shall be incorporated into development project proposals, to the extent possible, including, but not limited to, mixed use developments, energy and environmental conservation, use of renewable energy sources, building orientation to maximize solar and wind power opportunities, minimizing permeable surfaces to reduce/treat stormwater, and maximizing walking and biking connections within neighborhoods and to outside activity areas. Projects that impede or obstruct pedestrian or bicycle access in the community shall be prohibited. The City should also encourage coordination with the Sacramento Area Council of Governments and the Blueprint principles on new planned unit developments and specific plans.

Policy LU-2.4: Site Design

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

Downtown

The goal and policies in this section seek to preserve and enhance the downtown district (as defined by the boundary of the Downtown Revitalization and Historic Preservation Specific Plan) by promoting increased retail, office, government, mixed-use, and entertainment uses. Historic preservation and rehabilitation are also key components, but are covered separately in the Historic Resources Element.

**Goal
LU-3**

To develop and maintain an economically, socially, and physically attractive downtown.

Policy LU-3.1: Downtown Revitalization and Historic Preservation Specific Plan Design Guidelines

The City shall continue to use the Downtown Revitalization and Historic Preservation Specific Plan Design Guidelines to preserve and enhance the special character of the area.

Policy LU-3.2: Downtown Revitalization

The City shall work with downtown property/business owners and the Chamber of Commerce to continue downtown revitalization efforts via private property improvements.

Policy LU-3.3: Downtown Appearance

The City should work jointly with downtown property and business owners to create and support programs that improve the appearance of downtown. These can include clean-ups, active Building Code and other City Code enforcement, façade improvement programs, and other beautification programs.

Policy LU-3.4: Downtown Safety

The City shall promote the overall safety in downtown through architecture and crime prevention design principles, greater police visibility, increased lighting, and a pedestrian friendly street design.

Policy LU-3.5: Community Development Block Grants

The City shall use Community Development Block Grants (CDBG) to improve and revitalize infill areas that benefit lower/moderate income neighborhoods.

Policy LU-3.6: Social Interaction in Downtown

The City shall encourage programs that increase social interest and interaction at public gathering places in Downtown, including, but not limited to: public art, walking tours, festivals, annual events, etc.

Residential Growth

Galt's future is dependent upon its ability to provide residential development opportunities that facilitate stable, attractive, and cohesive neighborhoods through a variety of housing choices and support services. The city's existing neighborhoods reflect a mix of housing types, sizes, and architectural styles. To provide for projected population growth and associated economic development, the General Plan designates additional residential land to accommodate projected residential demand through 2030 in a broad mix of housing types and densities in distinctive neighborhoods.

The goals and policies in this section address the overall quality and style of residential development. Infill, reuse, and intensification within developed areas is encouraged, as long as it respects the character of the surrounding neighborhoods and does not result in significant negative effects. Additional goals, policies, and implementation programs related to housing can be found in the Housing Element.

Goal LU-4	To provide a variety and mixture of residential types.
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Policy LU-4.1: Rural Residential Development

The City shall designate areas within the Planning Area for rural residential uses without City facilities and services. The intent is to keep these land uses generally consistent with the existing land pattern and the County land use designations.

Policy LU-4.2: Residential Estate Development

The City shall designate limited areas of the city for residential estate uses with limited public facilities and services.

Policy LU-4.3: Low Density Residential Development

The City shall designate areas of the city for low density residential uses that include detached single family housing at suburban densities where full urban services can be economically provided.

Policy LU-4.4: Medium Density Residential Development

The City shall designate limited areas of the city for medium density residential uses that primarily include single family homes and duplexes. The intent of this designation is to identify locations for desirable medium density neighborhoods and protect them from incompatible uses.

Policy LU-4.5: Medium-High Density Development

The City shall designate limited areas of the city for medium-high density residential uses that primarily include single family detached and attached dwellings such as and condominiums and townhomes. The City shall encourage allowing mixed use in medium-high density residential designate areas in order to provide neighborhood serving retail uses. The intent of the designation is to identify locations for desirable, medium-high density residential neighborhoods and to protect them from incompatible uses.

Policy LU-4.6: High Density Residential Development

The City shall designate limited areas of the city for high density residential uses, primarily including multiple-family dwellings such as apartments. The City shall consider allowing mixed use in high density residential designated areas in order to provide neighborhood serving retail development. The intent of the designation is to identify locations for desirable, high-density, and affordable residential neighborhoods and to protect them from incompatible uses.

Policy LU-4.7: Public Spaces in High Density Developments

High density residential developments shall include sufficient open space to balance the developed areas of the site and are strongly encouraged to provide ancillary uses and services that would be appropriate to the development type. Ancillary uses could include, but not be limited to, playgrounds, community centers, daycare, job training, and similar services on-site.

Policy LU-4.8: Mobile Home Parks

The City should permit mobile home parks in high density housing areas having compatible land uses and in close proximity to circulation, transit, commercial areas, and adequate public services and facilities.

Policy LU-4.9: Residential Uses in Mixed Use Development

The City shall designate limited areas of the city for mixed use development that provides for higher density residential uses combined with compatible uses such as commercial, retail, and office. The designation will be typically located downtown and in other parts of the city that serve as community nodes with residential, commercial, and employment uses in the immediate vicinity.

**Goal
LU-5**

To conserve and enhance the best qualities of existing residential neighborhoods as the city grows.

Policy LU-5.1: Character of Existing Residential Neighborhoods

The City shall ensure that decisions concerning land use and development are not detrimental to the positive character and identity of Galt's existing residential neighborhoods.

Policy LU-5.2: Infill and Reuse of Existing Neighborhoods

The City shall encourage infill and reuse in existing neighborhoods that maintain the character and quality of the surrounding neighborhood and do not negatively affect surrounding land uses.

Policy LU-5.3: Infrastructure Improvements

The City should provide for infrastructure improvements in older neighborhoods as necessary to maintain good service and quality appearance.

Policy LU-5.4: Nuisance Abatement and Safety Enforcement

The City shall actively enforce City nuisance and safety ordinances for property and buildings that present health and safety risks. The City should actively enforce City nuisance ordinances for buildings and properties that become public eye sores or degrade the overall aesthetic quality of the neighborhood.

Policy LU-5.5: Housing Rehabilitation

The City shall focus and prioritize rehabilitation marketing and funding efforts toward older housing stock in existing neighborhoods.

Commercial, Mixed-Use, and Public/Quasi-Public Development

The purpose of this section is to provide the policy framework necessary to encourage increased commercial and economic development within the city and in new growth areas and provides areas for public/quasi-public uses. The policies in this section describe ways to maintain and revitalize existing uses as well as promote new commercial opportunities. The policies are closely aligned with policies in the Economic Development Element to support a comprehensive effort to increase commercial development and sales tax revenue. Policies on mixed-use development are included to provide flexibility and meet the needs of new and innovative commercial developments.

**Goal
LU-6**

To designate adequate land for development of local and regional commercial uses that will meet the present and future needs of Galt residents and visitors and enhance Galt's economic vitality and provide areas for necessary public/quasi-public uses.

Policy LU-6.1: Regional Commercial Areas

The City shall designate areas of the city best suited for regional commercial uses. The intent is to create convenient and desirable conditions for regional retail customers and employees, to increase economic benefits, and to ensure separation of incompatible uses.

Policy LU-6.2: Mixed Use Development or Local Commercial Uses

The City shall designate areas of the city for mixed-use or for relatively small neighborhood and community commercial areas. Mixed use would allow for a range of residential uses as well as small-scale office, retail, and service uses combined in the same development. Local Commercial areas would allow for convenient, small scale shopping opportunities for nearby residential neighborhoods.

Policy LU-6.3: Public/Quasi-Public Designation

The City shall designate areas of the city for public and quasi/public uses. The intent of this designation is to provide areas for uses such as schools, fire stations, hospitals, sanitariums, libraries, museums, government offices and courts, places of worship, meeting halls, cemeteries and mausoleums, public facilities, and similar and compatible uses.

Policy LU-6.4: Integrating Mixed Use Development

The City shall include provisions to allow Mixed Use development within the implementing zoning districts for the Commercial and High Density Residential land uses either directly in the zoning districts or as part of an updated Planned Unit Development overlay zone that would permit mixed use development when combined with an existing zoning district.

Office Professional Development

The goal and policy in this section seeks to increase office professional development in Galt. This includes designating more employment generating land uses to encourage economic development and employment opportunities for Galt residents.

**Goal
LU-7**

To designate adequate land for development of local and regional office uses that will meet the present and future needs of Galt residents and visitors and enhance Galt's economic vitality.

Policy LU-7.1: Office Professional Development

The City shall designate areas of the city best suited for office professional uses. The intent of this designation is to create convenient and desirable workplaces close to commercial and service amenities. This use can also provide a good transition between regional commercial and residential uses.

Industrial Development

The city has limited industrial and employment-based land uses, but a good regional location and excellent highway and freight rail access opportunities. Expansion of employment opportunities and industrial uses is essential to the economic health of the city. The goal and policies in this section, in conjunction with the Economic Development Element, provide a policy framework to encourage employment-based land uses and economic development within the city and new growth areas.

**Goal
LU-8**

To encourage, facilitate, and assist the location of new light industrial uses, and the expansion of existing industries.

Policy LU-8.1: Industrial Designation

The City shall designate areas of the City best suited for industrial uses. The intent of this designation is to promote opportunities for manufacturing, distribution, and warehousing. These areas will create economic benefits, employment, and ensure separation of incompatible uses by clearly delineating concentrated areas of industrial use.

Policy LU-8.2: Industrial Park

The City shall require light industrial uses to locate within the existing Galt Industrial Park until suitable sites are no longer available.

Policy LU-8.3: Encouraging New Industries

The City should actively seek new industries that have minimal adverse environmental effects, create local jobs, and broaden the City’s revenue base. The focus should be on those industries noted in the Economic Development Element of the General Plan.

Policy LU-8.4: Railroad Spur Lines

The City shall coordinate efforts with the Union Pacific Rail Company to permit spur lines to new and existing industrial uses as needed.

Policy LU-8.5: Refuse Transfer Station

The City shall coordinate efforts with the refuse service provider to locate a new refuse transfer station along the railroad tracks, north of Twin Cities Road.

Agriculture, Open Space, and Parks

The goal and policies in this section set a policy framework for addressing agricultural and open space greenbelt north of the Planning Area. The City seeks to preserve, to the extent feasible, existing agricultural activities in this area. To this end, the City seeks to coordinate efforts with the Nature Conservancy, Elk Grove, and Sacramento County to create an open space buffer between the city and Elk Grove. This section also sets a policy framework for parkland in the city.

Goal LU-9	To maintain and preserve agricultural and open space uses within and surrounding the Planning Area and promote the expansion of parkland.
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Policy LU-9.1: Greenbelt

The City should participate in regional efforts to establish a permanent agriculture, open space, and wildlife habitat greenbelt between the northern boundary of the Planning Area and the City of Elk Grove.

Policy LU-9.2: Agricultural-Residential Uses

The City shall strongly encourage Sacramento County to deny the subdivision of agricultural land near Galt for agricultural-residential uses at a minimum lot size of less than two acres west of the 2007 city limits and less than five acres east/north of the 2007 city limits.

Policy LU-9.3: Open Space Designation

The City shall designate areas of the city for open space. The intent of this designation is to provide areas for passive outdoor recreational uses, habitat protection, watershed management, public and quasi-public uses, areas that contain

public health and safety hazards such as floodways, and areas containing environmentally-sensitive features.

Policy LU-9.4: Park Designation

The City shall designate areas of the city for parks. The intent of this designation is to provide areas in the city for active and passive recreational uses, habitat protection, and public/quasi-public uses.

Environmental Justice

The City of Galt seeks to adopt public policies and make land use decisions that are open to public review and are equitable to the whole community. The goal and policies in this section ensure that Galt will make land use and environmental decisions that are equitable to every resident, regardless of race, culture, and income.

**Goal
LU-10**

To ensure the fair treatment of all residents, regardless of race, culture, and income with respect to land use and environmental decisions.

Policy LU-10.1: Environmental Justice

The City shall ensure the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of land use and environmental laws, regulations, and policies. The City shall ensure that no part of the community suffers disproportionately from adverse human health or environmental effects, and all people live in clean, healthy, and sustainable communities.

Policy LU-10.2: Equal Public Participation

The City shall ensure that all community residents have an opportunity for public participation in the decision-making process.

Policy LU-10.3: Equitable Distribution of New Public Facilities and Services

The City shall plan for the equitable distribution of new public facilities and services that increase and enhance the community's quality of life.

Policy LU-10.4: Location of Industrial Facilities

The City shall provide for the location of industrial facilities and uses that pose a significant hazard to human health and safety in a manner that seeks to avoid proximity to schools or residential dwellings.

General Plan Maintenance

The effectiveness of the General Plan ultimately depends on how it is implemented and maintained over time. State law requires that most actions of local government affecting the physical environment be consistent with the general plan, and sets out guidelines for the plan's monitoring, updating, and amendment.

The goal and policies in this section ensure that the City of Galt maintains a high level of attention to the General Plan by providing for regular review and updating of the Policy Document and Existing Conditions Report and ensuring that City regulations and ordinances are consistent with the General Plan.

**Goal
LU-11**

To provide for the ongoing administration and implementation of the General Plan.

Policy LU-11.1: General Plan Amendments

The City shall amend the General Plan no more than four times per year as per State law. Each amendment, however, may include multiple changes (note: optional elements and certain amendments related to affordable housing are exempt from this restriction).

Policy LU-11.2: Maintaining Planning Consistency

The City shall review and revise other City planning documents and ordinances to ensure consistency with the General Plan.

Policy LU-11.3: Providing Planning Information

The City shall provide required public notice on planning projects and decisions and shall maximize public access to said information via the City's website, library, newsletter, and other avenues.



Noise Element

Introduction

A feature of Galt’s small-town character and quality of life is its relatively quiet atmosphere. Noise results from many sources, including road traffic, railroad operations, aircraft, and industrial activities. Exposure to excessive noise has often been cited as a health problem, not so much in terms of actual physiological damage such as hearing impairment, but more in terms of general well-being and contributing to undue stress and annoyance.

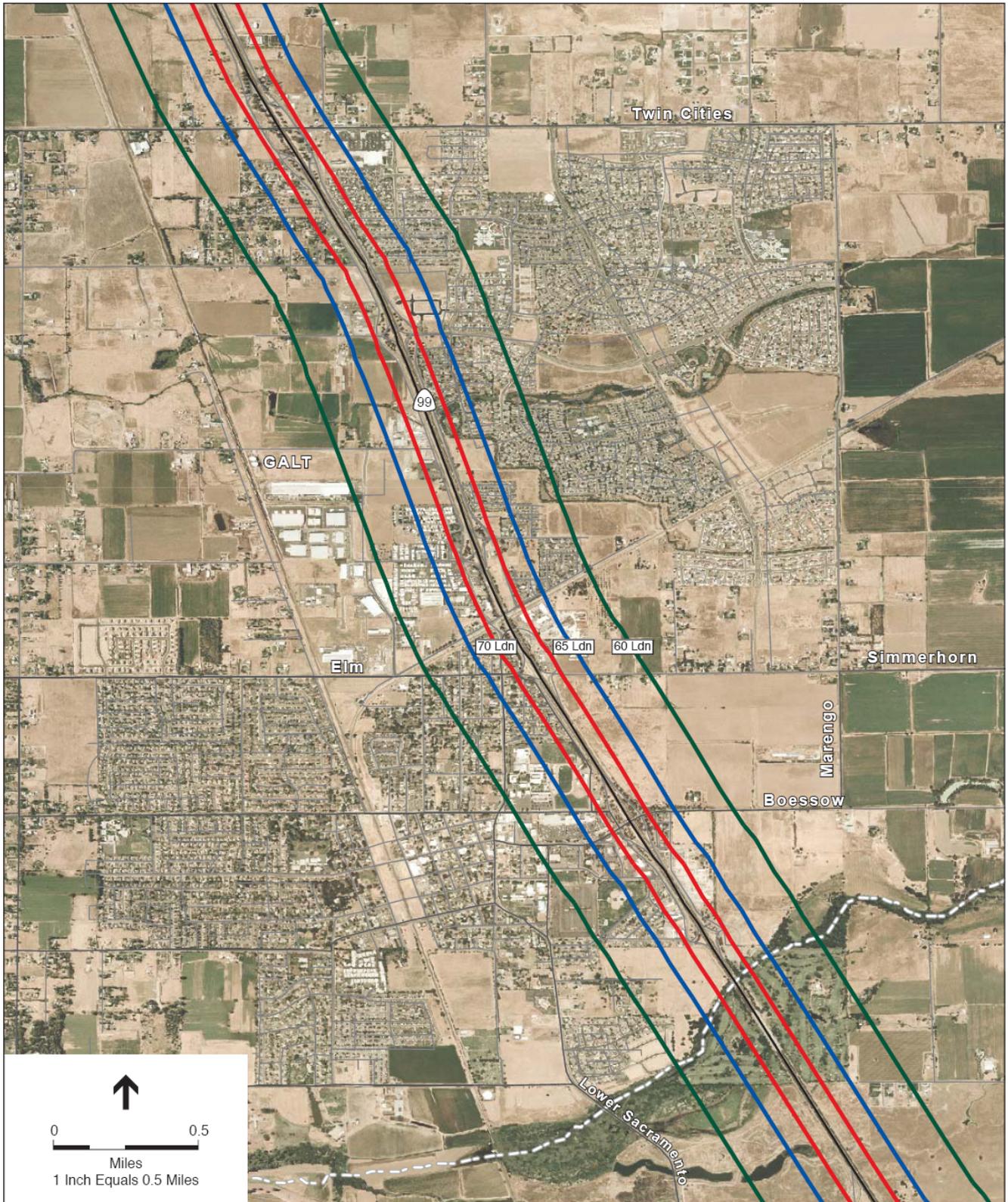
In addition to describing the City’s noise standards, this element contains goals, policies, and implementation measures related to noise.

Noise Standards

The noise level performance standards for all new projects in Galt are shown below in Table N-1. Each of the noise levels specified in the below table shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings). Also, for the purposes of compliance with the provisions of this element, the City defines transportation noise sources as traffic on public roadways, railroad line operations, and aircrafts in flight (note: regulation of railroad and aircraft noise is preempted by Federal and State regulations). Figures N-1 and N-2 show the existing (2005) and future (2030) traffic noise contours for State Route 99. Other noise sources are presumed to be subject to local regulations. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, loading docks, and similar activities and operations.

Table N-1 Noise Level Performance Standards for Residential Areas Affected by Non-Transportation Noise¹		
Noise Level Descriptor	Daytime (7:00 a.m. – 10:00 p.m.)	Nighttime (10:00 p.m. – 7:00 a.m.)
Hourly L _{eq} dB	50	45
Maximum Level, dB	70	65
Notes: ¹ These standards apply to new or existing residential areas affected by new or existing non-transportation sources.		

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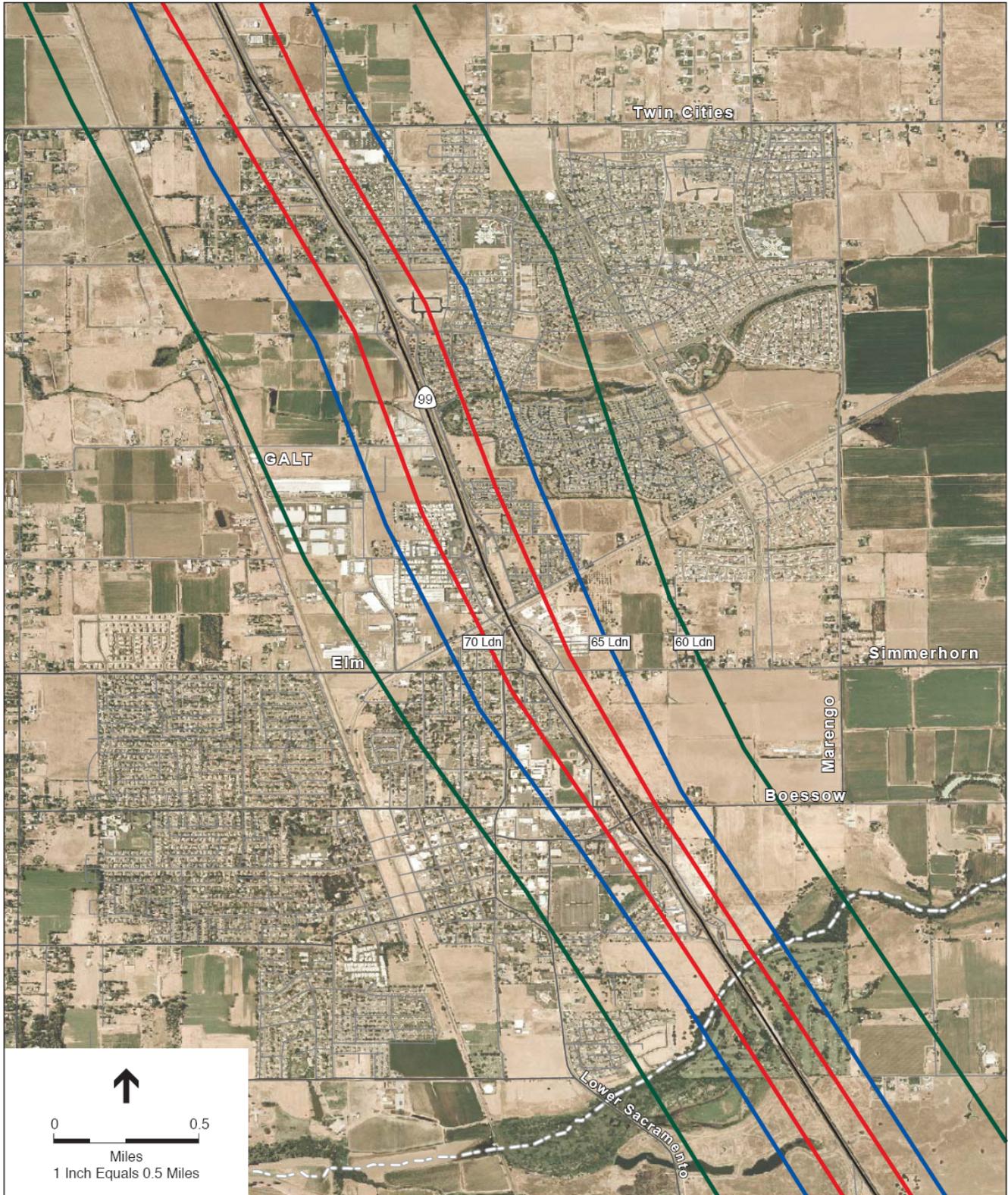


SOURCE: ESRI, 2006; NAIP, 2008; and ESA, 2008

City of Galt General Plan Update EIR . 203100

Figure N-1
2005 Traffic Noise Contours for State Route 99

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SOURCE: ESRI, 2006; NAIP, 2008; and ESA, 2008 — City of Galt General Plan Update EIR . 203100
Figure N-2
2030 Traffic Noise Contours for State Route 99

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Noise

The goal and policies in this section help to protect noise-sensitive uses from excessive noise. Noise-sensitive uses in Galt include residential areas, motels, medical facilities, nursing homes, churches, meeting halls, offices, schools, and playgrounds. New development must be designed so as not to result in excessive noise on adjacent properties, and development of new noise-sensitive uses in areas projected to have high noise levels must be constructed so as to reduce noise levels.

Goal N-1

To protect Galt's residents and visitors from the harmful and annoying effects of exposure to excessive noise.

Policy N-1.1: Noise-Generating Uses

The City should work to reduce noise levels and land use conflicts surrounding existing noise generating uses.

Policy N-1.2: Noise Mitigation

The City shall develop and implement effective strategies to abate and avoid excessive noise exposures in the city by requiring that effective noise mitigation measure be incorporated in the design of new noise-generating and new noise-sensitive land uses.

Policy N-1.3: Neighborhood Noise Protection

The City should protect areas within the city where the present noise environment is within acceptable limits.

Policy N-1.4: Noise Level Performance Standards

The City shall use noise level performance standards for reviewing development proposals.

Policy N-1.5: "Noise-Impacted" Designation

The City should establish an overlay zone titled "Noise-Impacted" for any areas within the city exposed to existing or projected exterior noise levels exceeding 60 db L_{dn} /CNEL or the Noise Level Performance Standards in Table N-1.

Policy N-1.6: Noise-Sensitive Land Separation

The City shall separate noise-sensitive land uses from noise-impacted areas in new developments unless effective mitigation measures are provided and implemented. Noise-sensitive land uses include, but are not limited to, residential land uses, schools, health care facilities, libraries, and churches.

Policy N-1.7: EIR Acoustical Analyses

The City shall require project Environmental Impact Reports (EIR) to contain valid acoustical analysis where appropriate.

Policy N-1.8: Development near Major Roadways and Thoroughfares

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

Policy N-1.9: Sound Attenuation Features

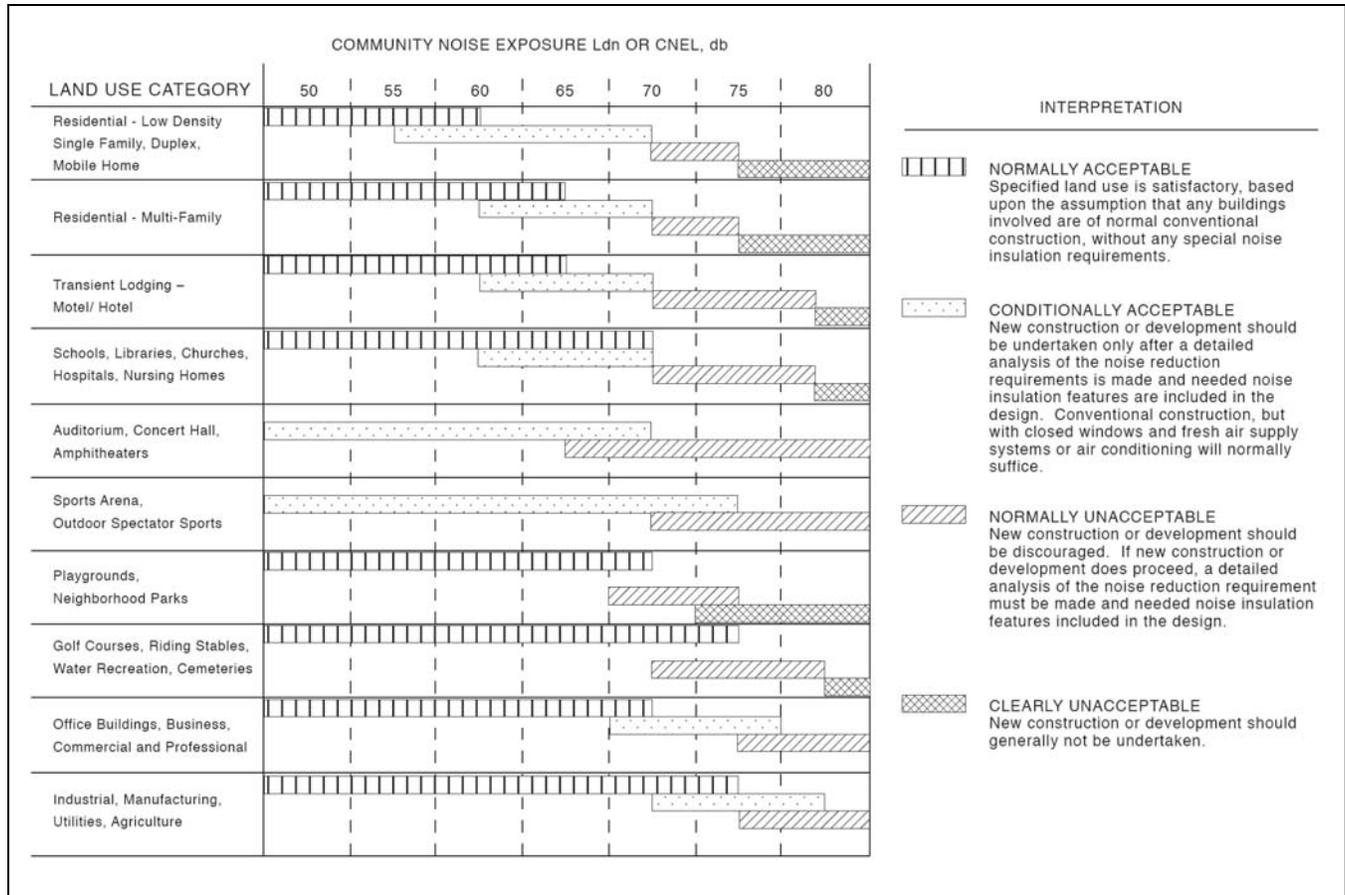
The City should require sound attenuation features such as walls, berming, and distance separation between commercial, industrial, and residential uses to reduce noise and vibration impacts.

Policy N-1.10: Noise Mitigation

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

Policy N-1.11: Land Use Compatibility

The City shall allow the development of noise sensitive land uses which include, but are not limited to, residential neighborhoods, schools, and hospitals, only in areas where existing or projected noise levels are “acceptable” according to the chart below. Noise mitigation measures may be required to reduce noise in outdoor activity areas and interior spaces to achieve these levels.



Sources: State of California General Plan Guidelines, Office of Planning and Research, 1998; and ESA, 2008

Policy N-1.12: City Equipment/Noise Element Compliance

The City shall ensure that City facilities and equipment are consistent with this element.

Policy N-1.13: Construction Noise

The City shall seek to limit the potential noise impacts of temporary construction activities on surrounding land uses by limiting hours of operation in accordance with City’s noise ordinance.

Policy N-1.14: Zoning Ordinance Consistency

The City shall ensure consistency between the Noise Element and the Zoning Ordinance.



Public Facilities and Services Element

Introduction

City development is dependent on a complicated network of public facilities and services. Each type of facility or service has a unique set of opportunities and constraints and must adapt to growth and change differently. The Public Facilities and Services Element focuses on water production, treatment, and distribution; sewage collection and treatment; flood protection; parks and recreational open space; storm drainage; solid waste collection and disposal; fire protection and emergency medical service; law enforcement; schools; and other utilities such as gas, electricity, and communications. This element provides guidance for the logical and efficient extension of these services as new development occurs. The City will also provide for the development of major public facilities through capital improvement projects to accommodate growth projected under the General Plan consistent with applicable State and Federal law. Transportation facilities are discussed separately in the Circulation Element.

This element contains goals, policies, and implementation measures related to the following topics:

- Public Facilities and Services Funding
- Water Supply, Treatment, and Delivery
- Wastewater Collection, Treatment, Disposal, and Reuse
- Stormwater Drainage
- Solid Waste Collection and Disposal
- Law Enforcement
- Fire Protection and Emergency Medical Services
- Parks and Recreational Open Space
- Education
- Childcare
- Gas and Electric Services
- Information Technology

Public Facilities and Services Funding

The goal and policies in this section seek to identify funding methods for new facilities and services as new development occurs, and to consider how the ongoing maintenance and operations of these facilities will be funded to ensure that operational levels do not decline. New development is generally responsible for financing and/or providing for the extensions of the services it requires. The City will plan for the development of major public facilities through its Capital Improvement Program, which identifies capital improvement projects to accommodate growth projected under the General Plan consistent with applicable State and Federal law.

**Goal
PFS-1**

To ensure the timely development of City public facilities and services, the maintenance of specified service levels for City public facilities, and that adopted facility and service standards are achieved and maintained through the use of equitable funding methods.

Policy PFS-1.1: General Financing

The City shall continue to provide for the location and development of needed public buildings and facilities.

Policy PFS-1.2: Availability of Facilities and Services

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

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

Policy PFS-1.3: Capital Improvements Programs (CIP)

The City shall coordinate capital improvements programs with development fees, schedule annual growth monitoring, and utilize specific plans for large parcels of land.

Policy PFS-1.4: Financing from New Development

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

Policy PFS-1.5: Public Facility Master Plans

The City shall prepare and annually review public facility master plans, and regularly update the plans to ensure compliance with appropriate State and Federal laws, use of modern and cost-effective technologies, and compatibility with current land use policy.

Policy PFS-1.6: Capital Improvement Program

The City shall review and update the Capital Improvement Program (CIP) yearly to ensure the implementation and adequacy of the plan.

Policy PFS-1.7: Public Facility Financing

The City shall continue to use developer fees and other methods (i.e., grant funding and assessment districts) to finance public facility design, construction, operation, and maintenance.

Policy PFS-1.8: Ultimate Capacity Needs

The City shall ensure through the development review process that public facilities and infrastructure are designed and constructed to meet ultimate capacity needs, pursuant to a master plan, to avoid the need for future replacement to achieve upsizing.

Policy PFS-1.9: Fair Share Costs on New Developments

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

Policy PFS-1.10: Broad-Based Funding Sources

The City shall seek broad-based funding sources for public facilities and services that benefit current and future residents of the city.

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

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

Water Supply, Treatment, and Delivery

Galt relies on groundwater for its municipal water supply, as do most of the surrounding agricultural operations. The goals and policies in this section seek to ensure a safe and adequate water supply for existing and future development and to promote water conservation and reuse.

**Goal
PFS-2**

To ensure an adequate, safe, and reliable water supply sufficient to meet the future needs of the city.

Policy PFS-2.1: Water Availability

The City shall assure the provision of necessary water services for the community.

Policy PFS-2.2: Groundwater Protection

The City should protect the groundwater basin from overdraft from city use of groundwater. To this end, the City shall study, working closely with other public and private entities as deemed appropriate, the safe yield of the groundwater basin. Water management programs such as conjunctive use and recharge programs should also be considered. The City should use this information to determine the most appropriate long-term water supply to serve Galt.

Policy PFS-2.3: Surface Water Protection

The City shall protect surface water resources, including rivers, creeks, streams, sloughs, and marshes, from development impacts.

Policy PFS-2.4: Ground Water Protection Response Plan

The City shall develop a response plan to address any safe groundwater yield and/or projected water requirement imbalances discovered as a result of studies undertaken pursuant to Policy PFS-2.2. This response plan will include an appropriate mix of water conservation measures, reuse, surface water supplements, and other water management techniques.

Policy PFS-2.5: Water Services

The City shall not extend water service to areas outside the city limits prior to annexation unless the City amends the Utility Services Area with LAFCO.

Policy PFS-2.6: Water System Capacity

The City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected water demands.

Policy PFS-2.7: Water Capacity and Infrastructure for New Developments

The City shall ensure that water supply capacity and infrastructure are in place prior to granting building permits for new development.

Policy PFS-2.8: Water Quality Monitoring

The City shall monitor water quality regularly to ensure that safe drinking water standards are met and maintained in accordance with State and EPA regulations and take necessary measures to prevent contamination.

Policy PFS-2.9: Water Conservation

The City shall, to the extent practicable, promote water conservation and reduced water demand by:

- a. Requiring water-conserving building design and equipment in new construction;
- b. Encouraging water-conserving landscaping and other conservation measures; and
- c. Encouraging retrofitting of existing development with water-conserving devices.

Policy PFS-2.10: Inter-Agency Water Conservation

The City should work with other agencies to promote water conservation measures countywide.

Policy PFS-2.11: Water Supply

The City shall monitor water demand growth trends to anticipate water supply needs.

Policy PFS-2.12: Fire Protection

The City shall ensure adequate water pressure throughout the city limits for fire protection purposes.

Policy PFS-2.13: Reclaimed Water

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

Policy PFS-2.14: Water Meter Retrofit Program

At the direction of the City Council, the City shall prepare and implement a water meter retrofit program (consistent with State requirements as indicated in AB 2572) whereby all existing non-metered connections would be retrofitted with a water meter to improve water conservation.

Wastewater Collection, Treatment, Disposal, and Reuse

The City provides sewer collection, treatment, and disposal services. The City’s wastewater treatment plant is located in an incorporated island north of the city, west of SR 99. New development will require construction of an expanded facility and new trunk lines.

The wastewater treatment facility must be upgraded to meet current (2007) State water quality standards regardless of future growth. The current capacity of the facility is sufficient to meet the needs of residents and businesses within the existing city limits. The facility must be expanded to provide service to new growth areas.

The goal and policies in this section seek to provide for the logical expansion and extension of the wastewater system to serve future development.

**Goal
PFS-3**

To ensure adequate wastewater collection and treatment and the safe reclamation of treated effluent.

Policy PFS-3.1: Treatment Facilities Safety

The City shall ensure that sewage treatment plant operations and sludge disposal do not result in a health or safety hazard to persons, wildlife, or livestock.

Policy PFS-3.2: Sewer Systems

The City shall continue to assure the provision of necessary sewer services for the community financed on a benefit received basis or other fair and reasonable method of funding.

Policy PFS-3.3: Septic Systems

The City should not permit the development and use of new individual septic systems within city limits except as may be allowed in the Galt municipal code.

Policy PFS-3.4: Sewage Treatment

The City shall oppose urban development within the sphere of influence which is not sewerred and shall oppose the use of "package treatment plants". Urban development should be considered as less than 2 acre parcels on the west side of the Planning Area and less than 5 acre parcels on the north and east side of the Planning Area.

Policy PFS-3.5: Sewer Enhancements

The City shall continue its program of upgrading sewer lines to minimize inflow and infiltration problems.

Policy PFS-3.6: Sewage Sludge

The City shall dispose of sewage sludge in accordance with State regulations.

Policy PFS-3.7: Compliance with Clean Water Act

The City shall comply with the requirements of the Clean Water Act with the intent of minimizing the discharge of pollutants to surface waters.

Policy PFS-3.8: Sewer Services

The City should not extend sewer service to areas outside the city limits prior to annexation unless the City amends the Utility Services Area with LAFCO.

Policy PFS-3.9: Expand Use of Reclaimed Water

The City shall encourage the use of tertiary treated wastewater for irrigation of agricultural lands, large landscaped areas, and recreation/open space areas within close proximity to the City's WWTP to help ensure ongoing compliance with RWQCB requirements.

Policy PFS-3.10: Point Source Control

The City shall work with the RWQCB to ensure that all point source pollutants are adequately mitigated (as part of the CEQA review and project approval process) and monitored to ensure long-term compliance.

Stormwater Drainage

The City's storm drainage system consists of collection, conveyance, detention, and pumping facilities. Stormwater is ultimately pumped and discharged into several area waterways. Future development will require the development of new storm drainage and flood protection systems. In addition, Federal and State water quality standards will require examination of the quality of stormwater released into public waterways. Policies of this section require the development of new storm drainage and flood protection systems in the safest and most efficient manner.

**Goal
PFS-4**

To collect and dispose of stormwater in a manner that protects the city's residents and property from the hazards of flooding, manages stormwater in a manner that is safe and environmentally sensitive, and enhances the environment.

Policy PFS-4.1: Storm Drain Enhancements

The City shall continue to upgrade the storm drainage facilities in the older section of the city, and provide for systems needed in newly developing areas.

Policy PFS-4.2: Conservation/Stormwater

The City shall develop storm water drainage facilities consistent with the policies of the Conservation and Open Space Element.

Policy PFS-4.3: Stormwater Quality

The City shall ensure compliance with Federal and State clean water standards by continuing to monitor and enforce provisions to control non-point source and point source water pollution contained in the U.S. Environmental Protection Agency NPDES program.

Policy PFS-4.4: Project Design

The City should encourage project designs that minimize drainage concentrations and impervious surfaces.

Policy PFS-4.5: Grading During the Rainy Season

The City shall prohibit grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of storm drainage facilities.

Policy PFS-4.6: Erosion Control Plan

The City shall require new development projects to prepare an erosion control plan.

Policy PFS-4.7: Mitigating Stormwater Runoff

The City shall require projects that have significant impacts on the quantity and quality of surface water runoff to incorporate mitigation measures for impacts related to urban runoff.

Policy PFS-4.8: Joint Use of Detention Facilities

The City shall encourage stormwater detention facilities to be designed for multiple purposes, including recreational (e.g., parks, ball fields, etc.) stormwater quality improvement, and/or waterfowl habitat.

Policy PFS-4.9: Detention Requirements

The City should require detention storage with measured release to ensure that the capacity of downstream creeks and sloughs will not be exceeded. To ensure downstream capacity is not exceeded, the following measures will be applied:

- a. Outflow to creeks and sloughs should be designed and constructed to avoid exceeding downstream channel capacities; and
- b. Storage facilities should be designed and constructed to prevent problems caused by timing of storage outflows.

Solid Waste Collection and Disposal

Solid waste collection and disposal and curbside recycling in Galt are provided by a franchise agreement with California Waste Recovery Systems based in Lodi. Waste is disposed at one of several locations, including Foothill-Sanitary Landfill, L-D Landfill, North County Landfill, and Sacramento County Landfill. Policies in this section seek to reduce the amount of waste produced through source reduction, reuse, and recycling, and to ensure safe disposal of waste. The goal of this plan is to reduce the total amount of waste generated and disposed of through source reduction, recycling and composting, and safe transformation and land disposal of solid wastes.

**Goal
PFS-5**

To ensure the safe and efficient disposal and recycling of solid waste generated in Galt.

Policy PFS-5.1: Waste Collection

The City shall require waste collection in all new developments.

Policy PFS-5.2: Waste Reduction

The City shall promote maximum use of solid waste reduction, recycling, composting, and environmentally-safe transformation of wastes.

Policy PFS-5.3: Solid Waste Facilities

The City shall require that all solid waste facilities be located in areas free of incompatible land uses and prohibit future incompatible land uses on surrounding lands.

Policy PFS-5.4: Solid Waste Recycling

The City shall encourage recycling in public and private operations to reduce demand for solid waste disposal capacity.

Policy PFS-5.5: Recycled Materials Use

The City shall investigate using recycled materials and products where economically feasible.

Policy PFS-5.6: Hazardous Materials Disposal

The City shall require the proper disposal and recycling of hazardous materials.

Policy PFS-5.7: Construction Debris Recycling

The City shall require the recycling of construction debris to the extent practicable.

Law Enforcement

Public safety is one of the most important aspects of the quality and enjoyment of a community. The policies in this section address public safety by setting standards for police service. Public safety can also be addressed through other public safety programs and the design of new residential and commercial development and remodels and public facilities such as parks, and pedestrian and bike trails.

Goal PFS-6

To deter crime and to meet the growing demand for police services associated with increasing population and commercial/employment development in the city.

Policy PFS-6.1: Neighborhood Security

The City should continue to promote neighborhood security programs.

Policy PFS-6.2: Police Protection

The City should continue to provide adequate police protection and law enforcement by maintaining a police department capable of meeting the needs of the community.

Policy PFS-6.3: Maintaining Service Standards

The City shall strive to achieve and maintain staffing levels consistent with the adopted recommendations of the 2007 Matrix Report and provide necessary equipment and vehicles to ensure maximum efficiency within the City's overall budgetary constraints.

Policy PFS-6.4: Reducing Crime through Site Design

The City shall require developers to incorporate best available practices in residential and nonresidential site plan design and construction using principles of Crime Prevention through environmental design, Safescape, eyes-on-the-street design techniques, and related programs in order to minimize criminal activities including vandalism, graffiti, and burglary.

Policy PFS-6.5: Police Facility Funding

The City shall require new development to develop or fund police facilities, equipment, and personnel that, at a minimum, financially support standards identified in Policy PFS-6.4.

Fire Protection and Emergency Medical Services

Fire protection and emergency medical services are a critical component of public safety. The Galt Fire Protection District, which was founded in 1921, recently merged with the Elk Grove Fire Protection District to form the Cosumnes Community Services District Fire Department. Fire protection depends on several factors including personnel and equipment, available water supply and pressure, response time, and reducing potential fire hazards. Buildings can also be constructed with fire resistant materials, smoke alarms, or sprinkler systems to reduce fire hazards.

Goal PFS-7

To protect residents, employees, and visitors in Galt from injury and loss of life and to protect property from fires.

Policy PFS-7.1: Fire Protection

The City shall continue to support the Cosumnes Community Services District Fire Department for fire protection and emergency medical service capable of meeting the needs of the community based on the benefit received. In addition, the City shall work with the Cosumnes Community Services District regarding necessary public fire facilities, equipment, and operational costs for the provision of fire prevention, fire protection, and emergency medical services to Galt residents.

Policy PFS-7.2: Local Access to Fire Services

The City shall encourage the Cosumnes Community Services District Fire Department to provide services that specifically benefit and are easily accessible to all Galt Residents.

Policy PFS-7.3: Fire Code

The City shall comply with the provisions of the California Fire Code (Title 24, Part 9) with City amendments.

Policy PFS-7.4: Fire Protection and Emergency Medical Facilities

The City shall cooperate with CCSD in the development of a new master plan for fire and emergency medical facilities and services, which includes the City of Galt, and shall periodically review the city fire protection impact fee, based upon an updated Government Code 66000 (AB 1600) study to be completed by CCSD. In conjunction with the district, the City will review the City's public safety special tax applicable to new development.

Policy PFS-7.5: Traffic Control and Calming Measures

The City shall design and install traffic controls and traffic calming measures to minimize impacts on emergency vehicle response. Traffic signals shall be equipped with electronics to permit emergency vehicles to override the traffic signals to expedite emergency response.

Parks and Recreational Open Space

The City provides and maintains public park facilities and services for all age and income groups. The General Plan sets the framework for an expanded park system with physical recreational facilities to provide the opportunity for a variety of recreational activities. Even when the City is not directly responsible for their development and operation, the City plays an important role in the siting and planning of these facilities. The General Plan also promotes the creation/expansion of a Civic Center, library services, and arts and cultural activities.

Parks and recreation activities foster community interaction and a sense of community involvement. The City seeks to provide an opportunity for residents to enjoy active and passive recreation facilities. The goals and policies in this section set standards for providing for the development of new parks and recreation facilities. The City will continue to work with the school districts and other public and community groups to jointly use facilities and operate programs when feasible and mutually beneficial.

Goal PFS-8	To maintain and expand the public park system, recreational, and civic facilities suited to the needs of residents, employees, and visitors.
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Policy PFS-8.1: Parks/Resident Ratio

The City shall require new developments to provide for park acreages at a minimum of 5 acres/1,000 residents and make land acquisition for parks and open space a recreation priority.

Policy PFS-8.2: Dry Creek and Deadman Gulch Recreation Areas

The City shall require developers of land adjacent to Dry Creek and Deadman Gulch to provide a continuous pedestrian and bicycle trail system, set aside land for a dedicated wildlife habitat, and provide related amenities.

Policy PFS-8.3: Park/Recreation Master Plan

The City shall update the park and recreation master plan consistent with the General Plan.

Policy PFS-8.4: Joint Use of Parks

The City shall encourage neighborhood park development adjacent to school sites and similar community-oriented facilities (e.g., Boys and Girls Club, FFA, etc.) to maximize land and facility use and shall negotiate joint use agreements whenever possible.

Policy PFS-8.5: Parks/Recreation Funding

The City shall continue to explore sources of parks and recreation funding.

Policy PFS-8.6: Galt Market Revenue

The City shall continue to seek ways to increase revenue from Galt Market for parks and recreation funding.

Policy PFS-8.7: Park Design Factors

The City shall consider the following factors in the design of new parks:

- a. Safety
- b. Security
- c. Maintenance
- d. Accessibility
- e. Landscaping complimentary to the surrounding environment
- f. Travel distance of users
- g. Passive versus active use areas
- h. Restroom facilities
- i. Citizen input
- j. Adequacy of off-street parking
- k. Flexibility for programming activities
- l. Nature education opportunities
- m. Linkages to other parks, open space areas, and significant community activity centers

Policy PFS-8.8: Service Clubs

The City should encourage local service clubs and non-profit organizations to participate in the development and improvement of City parks and recreation facilities.

Policy PFS-8.9: Park Siting

The City should ensure that recreation facilities are sited to minimize negative impacts (i.e., parking, night lighting, and excessive noise) on surrounding neighborhoods and should strive to maintain a standard of one park within a ½-mile of all new homes.

Policy PFS-8.10: Crime Prevention

The City shall seek to protect the users of the parks, reduce vandalism, and work with law enforcement agencies to eliminate crime at parks and recreation facilities.

Policy PFS-8.11: Park Linkages

The City shall encourage pedestrian and bicycle trail linkages between parks, open space areas, wildlife habitat, and significant community activity centers.

Policy PFS-8.12: Natural Resource Protection in Park and Open Space Design

The City shall incorporate natural resource protection, wildlife habitat, and stormwater quality techniques into parks and open space design to encourage sustainability.

Policy PFS-8.13: Performing Arts Center

The City should encourage the development of a performing arts center and related facilities in the community.

Education

The availability and quality of education in Galt is an important factor in quality of life, and is also important in terms of the attractiveness of Galt for economic development. Galt Joint Union Elementary School District and the Galt Joint Union High School District are the providers of primary and secondary education. The goal and policies in this section describe the City's commitments to cooperating with the school districts.

**Goal
PFS-9**

To coordinate with the school districts in their efforts to provide for the educational needs of all Galt residents, and to ensure that adequate school facilities are available and appropriately located to meet the needs of Galt residents.

Policy PFS-9.1: Development Coordination

The City and residential developers should coordinate with the school districts to ensure that needed school facilities are available for use in a timely manner.

Policy PFS-9.2: School Locations

The City shall encourage school facility siting that establishes schools as focal points within community and neighborhood centers to provide a range of services.

Policy PFS-9.3: Accessibility to Residential Uses

The City should plan and approve residential uses that are accessible to school sites in order to enhance neighborhoods, minimize transportation requirements and costs, and minimize safety problems.

Policy PFS-9.4: Coordination with Land Use Planning

The City's land use planning should be coordinated with the planning of school facilities and shall involve the school districts in the early stages of the land use planning process.

Policy PFS-9.5: Pedestrian and Bicycle Safety and Access

The City should encourage the location of schools in areas with safe pedestrian and bicycle access.

Policy PFS-9.6: School Off-Street Parking and Pick-Up/Drop-Off Areas

The City should encourage the design and improvement of school facilities to provide adequate off-street parking and areas for student pick-up and drop-off to minimize safety problems and neighborhood impacts.

Childcare

Many of Galt’s families include a single working parent or two working parents. These families need help with child care. Child care takes many forms, from friends and relatives, unlicensed babysitters, to licensed family day care homes and child care centers. As Galt continues to grow, demand for child care will increase. The availability and affordability of high-quality child care is an important factor in the quality of life for many Galt residents.

Other chapters and sections of the General Plan Policy Document also include policies related to child care. The goals and policies in this section promote the availability of an adequate, diverse supply of high quality child care to meet the needs of Galt residents.

Goal PFS-10	To ensure that an adequate and diverse supply of quality child care facilities and services is available in Galt.
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Policy PFS-10.1: Development of Childcare Facilities

The City should encourage the development of a range of child care facilities and arrangements, including family day care homes, quasi-public and private child care centers, before- and after-school programs, and recreational activities, in order to provide alternatives to fulfill the needs of Galt residents and employees.

Policy PFS-10.2: After-School Activities

The City should encourage the Galt Joint Union School District in coordination with the Boys and Girls Club, FFA, or other appropriate youth-oriented organization to provide after-school care and activities for children.

Policy PFS-10.3: Childcare Facilities in Multi-Family Housing

The City should encourage the development of child care facilities in multi-family housing developments, near major transportation corridors, and at employment sites.

Gas and Electric Services

Gas and electrical utilities are important for future residential and economic growth in Galt. Although provided by private utility companies, most of these services are critical for existing and new development. These facilities should be sited carefully to minimize health hazards and negative aesthetic impact. The goal and policies in this section describe the level of gas and electrical services that will be provided in Galt.

Goal PFS-11	To promote adequate levels of utility services provided by private companies and to ensure that these are constructed in a fashion that minimize their negative effects on surrounding development.
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Policy PFS-11.1: Development Plan Coordination

The City shall communicate its major development plans with utility companies and coordinate planning of facility extensions.

Policy PFS-11.2: Underground Utility Requirement

The City shall require underground installation of electrical distribution utility lines in new developments and areas that are redeveloped, except where infeasible for operational reasons.

Policy PFS-11.3: Promote Technology

The City shall promote technological improvements and upgrading of utility services in Galt.

Policy PFS-11.4: Coordination with Utility Providers

The City should coordinate with gas and electricity service providers to locate and design gas and electric systems to minimize environmental and other impacts to existing and future residents.

Information Technology

The City of Galt will make a conscious effort to foster the use of emerging information technology. Increased use of information technology can increase interaction and cooperation among the community, government, industry, and education. Use of this technology can improve the lives of Galt residents by increasing mobility (while lessening the burden on the physical transportation structure and reducing related environmental pollutants). The goal and policies in this section describe ways to enhance the availability of technology that can improve educational opportunities in schools and attract new technology dependent employers.

**Goal
PFS-12**

To expand the use of information technology as a communication tool in order to improve personal convenience, to reduce dependency on nonrenewable resources, to take advantage of the ecological and financial efficiencies of new technologies, and to develop a better-informed citizenry.

Policy PFS-12.1: Infrastructure Development

The City shall facilitate and support development of the infrastructure necessary for all residents to use and benefit from new and emerging communication technologies including wireless communications.

Policy PFS-12.2: Enforcement

The City should formally monitor information technology development and city infrastructure issues (both planning and enforcement).

Policy PFS-12.3: Digital Documents

The City shall strive to make essential City documents available for immediate retrieval by electronic transfer technologies.

Policy PFS-12.4: Pre-Wired New Construction Requirement

The City should consider requiring that all new residential, commercial, and employment areas be wired for modern information technologies.

Policy PFS-12.5: Reducing Visual Impact of Telecommunication Facilities

To minimize the visual impact of wireless communication facilities (e.g., cell towers), the City should require that they meet the following conditions:

- a. Are located away from residential and open space areas;

- b. Are not visibly intrusive to residential neighborhoods or public right-of-way;
- c. When possible, are co-located with other wireless facilities on existing buildings, towers, poles, or other existing support structures; and
- d. Are painted, camouflaged, or textured in a manner as to reduce their visual impacts.



Safety and Seismic Element

Introduction

Planning for urban growth and development requires consideration of a wide range of public safety issues. Safety hazards may be naturally induced, such as seismic, geologic, flood, and wildland fire hazards; some hazards may be the result of natural hazards which are exacerbated by human activity and alteration of the natural environment, such as dam failure, urban fire, and development in sensitive areas such as floodplains and areas subject to erosion and landsliding; and some hazards are manmade including aircraft crash hazards, hazardous materials, and crime. In addition to safety issues related to hazardous conditions, the planning process should account for other issues related to community health and safety, including crime and noise exposure.

Many of the health and safety risks associated with development can be avoided through location-specific decisions made at the planning stages of development, while others may be lessened through the use of mitigation measures in the planning and land use regulation process. This element outlines the City's strategy for ensuring the maintenance of a healthy and safe physical environment in Galt.

This element contains goals, policies, and implementation measures related to the following topics:

- General Health and Safety
- Seismic and Geologic Hazards
- Flood Hazards
- Fire Hazards
- Hazardous Materials
- Rail Corridors

General Health and Safety

The goal and policies in this section are intended to protect Galt residents, businesses, and visitors from the harmful effects of natural and man-made hazards. These policies address general health and safety concerns such as disaster planning, building inspections, infrastructure, and agency coordination. Additional policies related to safe neighborhood design (e.g., crime determinant, anti-graffiti, eyes-on-the-street) are located in the Law Enforcement section of the Public Facilities and Services Element.

Goal SS-1

To protect the community from injury and damage resulting from natural catastrophes and hazardous conditions.

Policy SS-1.1: City Emergency Operations Plan (EOP)

The City shall continue to enforce the Emergency Operations Plan.

Policy SS-1.2: Inter-Agency Coordination

The City shall cooperate with the Cosumnes Community Services District Fire Department, the Red Cross, the County and State Offices of Emergency Services, Sacramento County Environmental Management Department, and the Federal Office of Emergency Preparedness in their efforts to do emergency planning, evacuation planning, and public disaster education.

Policy SS-1.3: Rehabilitation Loans for Seismic Retrofitting

The City shall advertize rehabilitation loan program information for seismic retrofitting of older structures in Downtown.

Policy SS-1.4: Structural Improvements Grants/Loans

The City should consider making available grants, loans, or redevelopment funds for structural improvements needed for earthquake and/or fire safety, based on funds available.

Policy SS-1.5: Street Numbering System

The City shall maintain a uniform system of numbering homes and businesses, requiring that numbers are legible from the street.

Policy SS-1.6: Street Improvements

The City shall consider improving any substandard streets to meet current City standards whenever financially possible.

Policy SS-1.7: California Building Standard Code

The City shall continue to require that alterations to existing buildings and all new buildings be built according to the seismic requirements of the California Building Standard Code.

Seismic and Geologic Hazards

The goal and policies in this section seek to ensure that new buildings and facilities are designed to withstand seismic and geologic hazards. The primary seismic and geologic hazards affecting development in Galt include earthquakes and expansive soils. Generally flat in topography, Galt does not face risks from landslides or seiches. All soils have properties and characteristics such as erosion potential, shrink-swell behavior, and permeability that determine their suitability and constraints for building sites, grading, infrastructure, and drainage systems. Such soils require special engineering attention to design to ensure the safety of any buildings or improvements.

**Goal
SS-2**

To minimize the loss of life, injury, hardships, and property damage due to seismic and geological hazards.

Policy SS-2.1: Geologic and Soils Information

The City shall require soils reports for new projects and use the information to determine appropriate permitting requirements.

Policy SS-2.2: Seismically-Engineered Public Structures

The City should ensure that all existing and future public structures, such as buildings and water storage tanks, are of sufficient construction to withstand seismically induced ground shaking and related geologic hazards.

Policy SS-2.3: Grading/Erosion Control

The City shall require grading and erosion control plans to be prepared by a qualified engineer or land surveyor.

Flood Hazards

The goal and policies of this section seek to protect development from flood damage. The Galt Planning Area is bounded on the north by Laguna and Skunk Creeks, on the west by the Cosumnes River, and on the south by Dry Creek. In the event of a severe storm, these water bodies, along with Deadman Gulch, could overtop resulting in flooding. The Federal Emergency Management Agency (FEMA) conducts studies to identify floodplains and to require existing development in those areas to secure flood insurance. The FEMA-mapped 100-year and 500-year floodplains within the Planning Area are shown in Figure SS-1.

**Goal
SS-3**

To protect the lives and property of residents and visitors to Galt from flooding hazards and manage floodplains for their open space and natural resource values.

Policy SS-3.1: Floodplain Mapping

The City shall use the most current FEMA floodplain map to direct development outside of the 100-year floodplain.

Policy SS-3.2: Development in 100-year Floodplain

The City shall prohibit development in the 100-year floodplain of streams to minimize safety hazards, property loss, environmental disruption, and to promote stream enhancement, improved water quality, recreational opportunities, and groundwater recharge.

Policy SS-3.3: Natural Drainageways Enhancements

The City should promote the aesthetic, environmental, and functional improvement of natural drainageways where water courses have been disrupted in such a manner as to balance the protection of abutting uses with the consideration of environmental, recreational, and open space needs.

Fire Hazards

The goal and policies in this section seek to ensure that new development is constructed in a way as to minimize potential fire hazards and to provide public education concerning fire prevention. Additional goals and policies related to fire protection service levels and maintenance of the Cosumnes Community Services District Fire Department are located in the Public Facilities and Services Element.

Structural and wildland fire hazards can threaten life and property in Galt. Wildland fires resulting from either natural or manmade causes occur in grassland areas, vacant lots, and fallow agricultural areas overrun by weeds or other highly-flammable vegetation. Structural fires usually result from manmade causes and can spread easily. Structural fire hazards are greatest in those structures built before building and fire codes were established.

**Goal
SS-4**

To minimize the risk of loss of life, injury, distress, and damage to property resulting from natural and human-made fires.

Policy SS-4.1: Building Inspections

The City shall assist, if necessary, the Cosumnes Community Services District Fire Department in the correction of California Code violations identified during inspections of existing buildings.

Policy SS-4.2: Fire Protection for Public Buildings

The City shall assist, if necessary, the Cosumnes Community Services District Fire Department in their efforts to ensure that existing and new buildings used for public assemblage comply with State codes and local ordinances for fire protection.

Policy SS-4.3: Variance Approval for Fire Vehicle Access

The City shall not grant variances for width of public street frontage unless the applicant for such variances demonstrates that sufficient access for fire vehicles is available, consistent with the Fire Code as amended or demonstrates that a unique hardship exists under applicable regulations due to the physical characteristics of the parcel(s).

Policy SS-4.4: Water Supply for New Developments

The City shall approve developments only if sufficient water supply and emergency vehicle access are available at the time combustible materials are brought on the construction site.

Policy SS-4.5: Fire Fighting Resources in Development Plans

The City shall require all development projects to mitigate fire protection and emergency medical service impacts associated with capital facilities and equipment, including personnel.

Policy SS-4.6: Fire Sprinklers

The City shall require sprinkler systems in all new commercial, office, public, and industrial construction, in accordance with City ordinances. The City shall require fire sprinklers in all new residences.

Hazardous Materials

The goal and policies in this section focus on the safe use, storage, transport, and disposal of hazardous materials, as well as proper siting of hazardous waste storage and uses relative to sensitive land uses such as homes and schools. Galt contains industries and activities that involve the transport, storage, or use of toxic and hazardous chemicals, posing potential safety hazards in the event of unintentional exposure, leak, fire, or accident. Some of the byproducts of industrial processes in Galt are hazardous materials, which need proper disposal. Residents and businesses in Galt also generate household hazardous wastes such as waste oil, paint, and solvents.

**Goal
SS-5**

To minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the use, transport, treatment, and disposal of hazardous materials and hazardous materials wastes.

Policy SS-5.1: Fuel and Chemical Storage Tank Construction

The City shall require that all fuel and chemical storage tanks are sufficiently constructed and include spill containment areas to prevent seismic damage, leakage,

fire and explosion, and are structurally or spatially separated from sensitive land uses such as residential neighborhoods, schools, hospitals and places of public assembly.

Policy SS-5.2: Hazardous Waste Facility Location

The City shall use land use controls and other City permits to separate hazardous waste facilities from incompatible uses. This includes, but not limited to, schools, daycares hospitals, public gathering areas, and high-density residential housing.

Policy SS-5.3: New Development

The City shall consider the risks inherent in use, production, storage, and transport of hazardous substances when considering development proposals and their safety features.

Policy SS-5.4: Rancho Seco Nuclear Generating Station

The City shall coordinate efforts with Sacramento County and the Cosumnes Community Services District Fire Department to plan emergency evacuation routes in the event that the Ranch Seco Nuclear Generation Station becomes an active nuclear facility in the future. In addition, the City and the District shall continue to discuss water storage needs to provide sufficient stored water to meet needs in the event of conflagrations.

Policy SS-5.5: Hazardous Materials Management

The City shall continue to cooperate with the County and the CCSD Fire Department in the identification of hazardous material users (both large and small scale) and in the development of an inspection process and hazardous materials management plan.

Policy SS-5.6: Hazardous Materials Inventory

The City shall require, as appropriate and as a component of the environmental review process or business license review/building permit review a hazardous materials inventory for project sites, including an assessment of materials and operations for any development applications.

Policy SS-5.7: Household Hazardous Waste Collection

The City should continue to provide opportunities for residents to conveniently dispose of household hazardous waste.

Policy SS-5.8: Increase Public Awareness

The City shall continue to work with the appropriate waste disposal service provider to educate the public as to the types of household hazardous wastes and the proper methods of disposal.

Policy SS-5.9: Hazardous Materials Studies

The City shall ensure that the proponents of applicable new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy Federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.

Railroad Corridors

The goal and policies in this section focus on ensuring safe and efficient railroad corridors through Galt. A mainline for the Union Pacific Railroad runs north/south bisecting the city. Long freight trains run on this track and pass through Galt at speeds between 30 and 60 mph. There is also a less-used spur line that runs

parallel to Amador Avenue. These rail lines are important for local, regional, and national economic development. However, they also pose numerous safety and logistical problems for the city.

**Goal
SS-6**

To minimize potential land use and safety conflicts associated with railroad corridors.

Policy SS-6.1: Grade Separations.

The City should work to provide grade separations at all railroad crossings on arterial streets to both ensure public safety and minimize traffic delay.

Policy SS-6.2: Rail Facilities and Existing Development

The City should ensure that new railroad rights-of-way or yards adjacent to existing residential or commercial areas are screened to reduce noise, air, and visual impacts.

Policy SS-6.3: Railroad Safety

As appropriate, the City should coordinate with the California Public Utilities Commission and Union Pacific to address railroad safety issues as part of all future new development that affects local rail lines. Specific measures that could be incorporated into the design of future projects affecting rail lines include, but are not limited to:

- Installation of grade separations at crossings, such as physically separating roads and railroad track by constructing overpasses or underpasses;
- Installation of additional warning signage;
- Maintaining the visibility of warning devices and approaching trains where sound walls, landscaping, buildings, etc. would be installed near crossings;
- Prohibiting parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains;
- Installing pedestrian-specific warning devices and channelization;
- Constructing pull-out lanes for buses and vehicles transporting hazardous materials;
- Installing vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way; and
- Eliminating driveways near crossings.

Policy SS-6.4: Ensure Safe Routes to Schools

As funding permits, continue to work with local transit providers, Union Pacific, and local school districts to ensure that railroad crossings include pedestrian crossings, bike safety, and handicapped accessibility features to improve safe walking and bicycling routes to school.



Implementation Programs

Introduction

The section summarizes the implementation programs associated with the goals and policies of the Policy Document. Implementation programs are shown as follows:

- Table IMP-1: Circulation Element Implementation Programs
- Table IMP-2: Community Character Element Implementation Programs
- Table IMP-3: Conservation and Open Space Element Implementation Programs
- Table IMP-4: Economic Development Element Implementation Programs
- Table IMP-5: Historic Resources Element Implementation Programs
- Table IMP-6: Housing Element Implementation Programs
- Table IMP-7: Land Use Element Implementation Programs
- Table IMP-8: Noise Element Implementation Programs
- Table IMP-9: Public Facilities and Services Element Implementation Programs
- Table IMP-10: Safety and Seismic Element Implementation Programs

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**Table IMP-1
Circulation Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
<p>C-A: Capital Improvements Financing Plan and Development Fees</p> <p>The City shall update its Long-Term Capital Improvement Program (CIP) to include all new facilities identified in the General Plan with appropriate funding mechanism such as assessment districts and/or grants. The City shall subsequently update the CIP's five-year implementation plan as deemed appropriate.</p>	<p>C-1.3 C-1.9 C-1.10 C-2.1 C-2.2 C-2.3 C-2.4 C-2.5 C-2.6 C-2.7 C-2.8 C-1.11</p>	<p>City Manager Assistant City Manager Public Works Director</p>	<p>■</p>			<p>■</p>
<p>C-B: Park-n-Ride</p> <p>The City shall investigate opportunities for new Park-n-Ride facilities as part of ongoing development project review, during design of new highway interchanges, and major street improvement projects, and during the annual review of the Transit Budget.</p>	<p>C-5.6</p>	<p>City Manager Assistant City Manager Public Works Director Community Development Director</p>				<p>■</p>
<p>C-C: Bike and Pedestrian Master Plan</p> <p>The City should update the Bike and Pedestrian Master Plan every five years to maintain eligibility for grant funding. The plan shall also be updated to address the issues noted in the polices.</p>	<p>C-6.1 C-6.2 C-6.3 C-6.4 C-6.5 C-6.6 C-6.11</p>	<p>Community Development Director Public Works Director</p>	<p>■</p>	<p>■</p>	<p>■</p>	
<p>C-D: Transit Planning</p> <p>The City will work with local transit service providers to improve transit in the City.</p>	<p>C-4.6 C-5.1 C-5.2 C-5.3 C-5.4 C-5.5 C-5.6 C-5.7</p>	<p>Public Works Director Community Development Director</p>				<p>■</p>

C-E: Sidewalk Maintenance and ADA Program	C-3.3 C-3.4	Public Works Director City Council				■
The City should maintain an inventory of City sidewalks and continue implementation of ADA compliance plans and periodic maintenance of sidewalks via the CIP funding program.						

**Table IMP-2
Community Character Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
<p>CC-A: Existing Neighborhoods The City shall continue proactive code enforcement and nuisance abatement programs to ensure that existing neighborhoods remain attractive and free of public nuisances. To this end, the City shall work collaboratively with homeowners associations and other community groups to address nuisances, eliminate blight, and ensure that community aesthetic standards are maintained. The City shall also identify infrastructure deficiency needs of existing neighborhoods and incorporate repair and improvement costs into the Capital Improvement Program.</p>	CC-1.3	Community Development Director Building Official Assistant City Manager Public Works Director				■
<p>CC-B: Signage The City shall revise the sign provisions in the Zoning Ordinance to require replacement of non-conforming or non-operational signs.</p>	CC-1.9	Community Development Director	■			
<p>CC-C: Public Art The City shall adopt an Art in Public Places Ordinance.</p>	CC-1.10	City Council Planning Commission Community Development Director	■			
<p>CC-D: Downtown Design Guidelines The City shall continue to enforce and periodically review and update as necessary the design guidelines of the Downtown Revitalization and Historic Preservation Specific Plan.</p>	CC-3.3	City Council Planning Commission Community Development Director				■
<p>CC-E: Tree Selection The City shall immediately prepare an informational addendum to the Galt Landscape Manual to encourage selection of tree species with low biogenic emissions and discourage those species with high emissions and to provide a list of trees in each category. In the longer term, the City shall conduct a comprehensive update of the Galt Landscape Manual and include a section on biogenic tree emissions.</p>	CC-4.2	City Council Planning Commission Community Development Director	■			

**Table IMP-2
Community Character Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
<p>CC-F: Master Landscape and Lighting District Plan The City shall prepare a Master Landscape and Lighting District to finance the maintenance of natural areas in new developments or provide an alternative financing mechanism.</p>	CC-4.3	City Council Public Works Director		■		
<p>CC-G: Enhance Visual Quality The City should work to improve visual quality of rail corridors and major road corridors in the city.</p>	CC-1.5 CC-2.5 CC-2.7	Building Official Code Enforcement Officer Community Development Director				■

**Table IMP-3
Conservation and Open Space Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
<p>COS-A: Annual Review</p> <p>The City should annually review General Plan goals, policies, and implementation programs and identify City priorities and any quantifiable objectives that should be addressed for the upcoming fiscal year.</p>	All COS policies	City Council City Manager				■
<p>COS-B: Flood Protection Ordinance</p> <p>The City should monitor and update the flood protection ordinance to assure adequate flood controls.</p>	COS-1.1 COS-1.2	City Manager Public Works Director				■
<p>COS-C: Aquifer Monitoring</p> <p>The City should prepare and regularly update a Water Supply Master Plan to monitor any activities that may degrade the aquifers of Cosumnes River, Laguna Creek, Skunk Creek, and Dry Creek and affect City water supplies.</p>	COS-1.6 COS-1.8	City Manager Public Works Director	■			■
<p>COS-D: Visual Accessibility of Floodplains</p> <p>The City should include in the floodplain ordinance a requirement for direct roadway access of the entire length of any particular stream (perennial or intermittent) and associated floodplain section being developed (both sides). This should include an explanation of the nexus between the requirement and the impact of development.</p>	COS-1.17	City Council Planning Commission Community Development Director	■			
<p>COS-E: Infill Development Priority</p> <p>The City should adopt incentives for implementing infill development near job centers and transportation nodes. Incentives can include, but are not limited to, building permit fee waiver, parking standard reductions, etc.</p>	COS-5.3	City Council Planning Commission Community Development Director	■			
<p>COS-F: City Fleet Vehicles</p> <p>The City should adopt a program for the phased replacement of City fleet vehicles with low-emission technology vehicles, as appropriate.</p>	COS-6.4 COS-6.5	City Council City Manager	■			■

**Table IMP-3
Conservation and Open Space Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
<p>COS-G: Support Energy Conservation Legislation The City shall support legislation that promotes cleaner industry, lowest emission technology vehicles, and more efficient-burning engines and fuels.</p>	COS-7.1 COS-7.2	City Council City Manager				■
<p>COS-H: City Facilities The City should upgrade existing City facilities so that energy use can be derived from sustainable energy sources by 2020. This can include, but is not limited to, the installation of solar panels or by purchasing electricity from service providers that use renewable energy sources.</p>	COS-7.9	City Council City Manager				■
<p>COS-I: Energy Efficiency The City should encourage new housing units be constructed to meet and/or exceed LEED Certified energy efficiency standards.</p>	COS-7.11	City Council City Manager				■
<p>COS-J: Energy Conservation Features The City shall coordinate with utility providers to provide City residents with information on a variety of energy conservation features including tree planting programs, energy efficient development, and increased use of renewable energy sources.</p>	COS-7.17	City Manager Community Development Director	■			■
<p>COS-K: Greenhouse Gas Emissions Reduction Plan The City will prepare and adopt a Greenhouse Gas Emissions Reduction Plan.</p>	COS-7.1	City Manager City Council Community Development Director Public Works Director	■			
<p>COS-L: Green Construction The City shall amend the municipal code as necessary to remove barriers to green construction.</p>	COS-7.1 COS-7.18	Community Development Director Public Works Director	■			

**Table IMP-4
Economic Development Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
<p>ED-A: City Staff Participation</p> <p>The City should dedicate staff resources to economic development activities and identify ways to improve upon existing initiatives. The role of City staff should include business assistance, business recruitment, participation in regional economic development initiatives, coordination with regional labor force development agencies, promoting Galt as a business location, coordinating funding resources, business outreach, and participation with local business associations.</p>	All ED policies	City Manager Assistant City Manager				■
<p>ED-B: Sales Tax Trend Tracking</p> <p>The City should use audits of its sales tax data to track taxable sales growth by industry category. This data can be used to track retail store sales, as well as identify non-retail businesses that generate sales tax from point-of-sale transactions. This information would also be used to prioritize the business outreach program, and provide comparison data for fiscal analyses.</p>	ED-1.1 ED-1.2	Assistant City Manager Finance Director				■
<p>ED-C: Targeted Marketing Message</p> <p>The City shall develop specific marketing messages for different industry sectors, based on Galt's strengths, local and regional market positions, and future growth opportunities. Local-serving sectors would focus on Galt's location along State Route 99, the significant unmet local spending demand, and future spending growth. Export-oriented industry prospects would focus on available sites, the attributes of the local workforce, and growth prospects from Galt's proximity to regional economic centers around Sacramento and Stockton.</p>	ED-1.3 ED-2.4 ED-3.2 ED-3.3 ED-3.4	City Manager Assistant City Manager	■			
<p>ED-D: Business Attraction</p> <p>The City should Implement and prioritize business attraction initiatives in the categories identified in Goals ED-1.3, 3.3, and 3.4. This can include the development of an overall Economic Development Strategy.</p>	ED-1.3 ED-3.3 ED-3.4	City Manager Assistant City Manager	■			■

**Table IMP-4
Economic Development Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
<p>ED-E: Vacancy and Parcel Tracking</p> <p>The City should track and continually update available land parcels. This information should be matched up with any individual business needs identified through business outreach.</p>	<p>ED-1.4 ED-3.1</p>	<p>City Manager Assistant City Manager Community Development Director</p>				■
<p>ED-F: Funding Resources</p> <p>The City should continue to identify funding resources and apply for those resources for which the City of Galt qualifies. Outside funding resource that City can consider include the following:</p> <ul style="list-style-type: none"> ▪ Federal transportation funds (TEA 3 Funding Programs) ▪ CA Business, Transportation, & Housing Agency and CA Environmental Protection Agency ▪ California Infrastructure and Economic Development Bank: Infrastructure State Revolving Fund ▪ Economic Development Administration: Public Works Grants ▪ US Department of Agriculture Rural Development: Community Facilities Grants and Loans ▪ US Environmental Protection Agency: Brownfields Assessment, Revolving Loan Fund, and Clean-up Grants ▪ California Statewide Communities Development Authority ▪ State Transportation Improvement Program (STIP) 	<p>ED-2.2 ED-4.1</p>	<p>City Manager Public Works Director</p>				■
<p>ED-G: Supplier Business Attraction</p> <p>The City should refine business attraction targets to include business-to-business suppliers, potentially including material distributors, service providers, and component manufacturing.</p>	<p>ED-3.3 ED-3.4</p>	<p>City Manager Assistant City Manager</p>				■
<p>ED-H: Employment Trend Tracking</p> <p>The City should consider dedicating staff resources to tracking employment and payroll trends. The U.S. Census ZIP Code Business Patterns can be used for tracking aggregate employment trends. In order to systematically track employment by detailed industry category, the City should request a</p>	<p>ED-3.2 ED-3.3 ED-3.4</p>	<p>City Manager Assistant City Manager</p>	■			■

**Table IMP-4
Economic Development Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
custom data run from the California Employment Development Department, and continue to update this data on an annual basis. This data will also include wage and salary data, which can be used to track income growth by industry.						
ED-I: Existing Business Outreach The City should establish and implement a business outreach program that prioritizes businesses and/or industry sectors that constitute the most prominent sources for jobs and fiscal revenue in Galt. The outreach entails making initial contact with the local facility manager, and where applicable, making higher level corporate contacts. The outreach process would identify business climate issues, and future plans for the business, allowing time for the City to respond. Also use the outreach process to ensure that businesses that generate sales tax revenue are designating Galt as the point-of-sale location.	ED-4.1 ED-4.2	City Manager Assistant City Manager	■			■
ED-J: Business Climate Improvement The City should proactively use the business outreach process to identify priorities for business climate improvement, including issues such as the approval process and permitting, the quality of public services, infrastructure issues, public spaces, quality of life issues, labor force preparedness, business costs, and the quality and cost of business space. Once priorities are identified, the City can apply resources to addressing any identified weaknesses.	ED-4.1 ED-4.2 ED-4.3	City Manager Assistant City Manager	■	■		
ED-K: Rapid Response to Major Business Needs The City should assign staff and personnel from appropriate agencies to a “rapid response” team that will respond to changing needs for large employers in Galt and coordinate efforts with the Sacramento Area Commerce and Trade Organization. A rapid response approach entails having a designated team of city officials, and representatives from regional workforce development, business retention, and other agencies available to respond quickly in case of a major event that affects the local labor force, such as a large employer coming to or leaving the community, a	ED-4.1 ED-4.2 ED-4.3 ED-5.1 ED-5.2 ED-5.3	City Council City Manager Assistant City Manager	■			■

**Table IMP-4
Economic Development Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
significant facility expansion, or a change in facility operations that necessitates retraining the existing workforce.						
<p>ED-L: Job Training</p> <p>The City should work with education providers, workforce investment boards, and other public agencies and private job training providers to develop and refine job training programs that meet the needs of private industry and prospective businesses seeking to locate in Galt. The City shall continue to assess these programs and make necessary adjustments in terms of how well they respond to the needs of local businesses and the degree to which they improve the employment prospects and skill sets for participating workers.</p>	ED-5.1 ED-5.3	City Manager Assistant City Manager	■			■
<p>ED-M: Job Training Agencies in Galt</p> <p>The City should identify opportunities to locate job training sites in Galt. Most of the existing job training and business assistance resources are based in Sacramento. Other agencies serving San Joaquin County residents are primarily based out of Stockton. If a major facility development or expansion can be attracted to Galt, opportunities should be explored to base any resultant job training activities within Galt.</p>	ED-5.2	City Manager Human Resources Director	■			

**Table IMP-5
Historic Resources Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
<p>HRE-A: Façade Improvement Loan/Grant Program</p> <p>The City should consider establishing a façade improvement loan/grant program to improve the appearance of commercial structures. Special consideration should be given to historic structures and structures within the boundaries of the Downtown Revitalization and Historic Preservation Specific Plan that contribute to the aesthetic appearance of the Downtown area.</p>	HRE-1.2 HRE-1.3 HRE-1.4	Community Development Director	■			
<p>HRE-B: Preservation Plan</p> <p>The City should develop a Historic Preservation Plan.</p>	HRE-1.11	Community Development Director		■		
<p>HRE-C: Incentives for Historic Preservation</p> <p>The City should pursue establishing a Mills Act tax relief program, building permit fee reduction or waiver, and/or other programs to provide an incentive to property owners for the preservation and maintenance of historic structures and the revitalization of the Downtown commercial district.</p>	HRE-2.1	Community Development Director		■		
<p>HRE-D: Federal and State Grants</p> <p>The City should pursue Federal and State grants for historic preservation projects involving public-private partnerships, including HOME, Community Development Block Grant (CDBG), and Transportation Enhancement Activities (TEA) grant applications, where appropriate.</p>	HRE-2.2	Assistant City Manager Community Development Director Public Works Director				■

**Table IMP-6
Housing Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going

NOTE: *The Housing Element is currently being updated on a separate track from the rest of the General Plan. Once the Housing Element is updated and adopted, implementation programs will be included here. For more information on the Housing Element Update please visit the City's website at: <http://www.ci.galt.ca.us/>*

**Table IMP-7
Land Use Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
<p>LU-A: Sphere of Influence The City should request that the Sacramento Local Agency Formation Commission (LAFCO) modify Galt's sphere of influence consistent with the long-term growth plans reflected in the General Plan.</p>	LU-1.5	City Council Planning Commission Community Development Director	■			
<p>LU-B: Habitat Conservation Plan The City should work with Sacramento County to identify and protect critical species habitat as shown in the proposed South Sacramento County Habitat Conservation Plan.</p>	LU-1.10	City Council City Manager Community Development Director				■
<p>LU-C: Landscape and Lighting District The City should explore the use of a citywide Landscape and Lighting District and other programs to fund landscape maintenance.</p>	LU-3.3 LU-5.4 CC-4.2	City Manager Public Works Director				■
<p>LU-D: Annual General Plan Reviews The City Council should review the General Plan annually, focusing principally on actions undertaken in the previous year to carry out the implementation programs of the plan.</p>	LU-11.1 LU-11.2	City Council Planning Commission City Manager Community Development Director				■
<p>LU-E: Major General Plan Reviews The City should conduct a major review of the General Plan, including the General Plan Policy Document and Existing Conditions Report, beginning every ten years from the date of final approval of this General Plan, and should revise it as deemed necessary.</p>	LU-11.1	City Council Planning Commission City Manager Community Development Director		■		■
<p>LU-F: Ordinance Consistency The City should review and amend, as necessary, applicable ordinances, regulations, and plans referenced herein to ensure consistency with the General Plan. These shall include, but not be limited to, the Park Master Plan, Bicycle and Pedestrian Plan, Landscape Manual, and Building Code.</p>	LU-1.15 LU-4.7 LU-6.4 LU-8.5 LU-11.2 CC-1.9 C-4.1 C-4.2 N-1.5	City Council City Manager Community Development Director Building Official Public Works Director	■			■

**Table IMP-7
Land Use Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
<p>LU-G: Downtown Revitalization and Improvement The City should work with Downtown business and property owners to continue revitalization efforts via private property improvements and programs.</p>	<p>LU-3.2 LU-3.3</p>	<p>City Council Assistant City Manager Community Development Director</p>				■
<p>LU-H: Zoning Ordinance and Zoning Map Consistency The City shall review and amend, as necessary, the Zoning Ordinance and Zoning Map to ensure consistency with the General Plan.</p>	<p>C-3.4 C-4.1 C-4.2 C-4.5 C-4.7 C-6.5 C-6.8 C-6.9 CC-1.9 CC-2.2 CC-2.3 CC-2.4 CC-4.1 CC-4.2 CC-4.3 COS-5.2 COS-5.10 COS-6.2 COS-7.4 COS-7.5 COS-7.6 COS-7.7 COS-7.14 COS- 7.21 COS-7.23 LU-1.13 LU-2.2 LU-2.3 LU-3.3 LU-6.4 LU-11.2 N-1.5 N-1.14</p>	<p>City Council City Manager Community Development Director Building Official Public Works Director</p>	■			■

**Table IMP-7
Land Use Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
	PFS-6.4 SS-4.3					

**Table IMP-8
Noise Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
<p>N-A: EIR Guidelines The City should incorporate noise mitigation requirements into the citywide Environmental Impact Report (EIR) guidelines.</p>	All Noise Element policies	City Manager Community Development Director	■			
<p>N-B: Noise-Impacted Areas Overlay Zone The City should update the Zoning Ordinance to include the “Noise-Impacted” overlay designation for areas within the city exposed to existing or projected exterior noise levels exceeding 60 db Ldn/CNEL or the Noise Level Performance Standards in Table N-1.</p>	N-1.5	City Council Planning Commission Community Development Director	■			

**Table IMP-9
Public Facilities and Services Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
PFS-A: Infrastructure Master Plans The City shall prepare, annually review, and update every five years a Water Master Plan, Wastewater Master Plan, Storm Drainage Master Plan, and Pavement Management Plan.	PFS-1.10	City Council Public Works Director	■	■	■	
PFS-B: Capital Improvement Program The City shall annually review and update the Capital Improvement Program.	PFS-1.11	City Council Assistant City Manager	■	■	■	■
PFS-C: Development Fee Schedule The City shall prepare development fee schedules based on the Capital Improvement Program.	PFS-1.4 PFS-1.14	City Council Public Works Director Assistant City Manager				■
PFS-D: Water Supply Alternatives Study The City shall conduct a study of future water supply alternatives to determine the most appropriate long-term water supply to serve Galt.	PFS-2.1 PFS-2.2	City Council Public Works Director	■			
PFS-E: Water Management Plan The City shall update the Water Management Plan to include fire protection needs, water conservation, management measures, and monitoring as required by State law.	PFS-2.2 PFS-2.6 PFS-2.8 PFS-2.11	City Council Public Works Director		■		
PFS-F: Ground Water Protection Response Plan If the results from PFS-E indicate an imbalance between safe groundwater and project water requirements, the City should develop a response plan to address the imbalance, including an appropriate mix of water conservation measures, reuse, surface water supplements, and other water management techniques.	PFS-2.2	City Council Public Works Director		■		
PFS-G: Stormwater Management Plan The City shall prepare, periodically update, and implement on an ongoing basis a Stormwater Management Plan in coordination with other member agencies.	PFS-4.3	City Council Public Works Director	■	■	■	

**Table IMP-9
Public Facilities and Services Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
<p>PFS-H: Stormwater and Flood Protection Ordinance</p> <p>The City shall prepare and adopt a Stormwater and Flood Protection Ordinance to implement the updated Storm Drainage and Flood Protection Master Plan to address stormwater runoff and flood protection.</p>	<p>PFS-4.7 PFS-4.8 PFS-4.9</p>	<p>City Council City Manager Public Works Director</p>	■			
<p>PFS-I: Public Safety Services Master Plan</p> <p>The City shall update the Public Safety Services Master Plan for police services based on future development trends.</p>	<p>PFS-6.3 PFS-6.4 PFS-6.5 PFS-6.6</p>	<p>City Council Police Chief</p>	■			
<p>PFS-J: New Fire Substations</p> <p>The City shall work with the Cosumnes Community Services District Fire Department to identify and site new fire stations in accordance with the "maximum fire station siting zones" identified on the Land Use and Circulation Diagram (Figure LU-1).</p>	<p>PFS-7.1</p>	<p>City Council City Manager Fire Chief</p>		■		
<p>PFS-K: Park and Recreation Master Plan</p> <p>The City shall update the park and recreation master plan as necessary to outline facility needs and funding mechanisms.</p>	<p>PFS-8.4 PFS-8.6 PFS-8.8</p>	<p>City Council City Manager Parks and Recreation Director</p>	■			
<p>PFS-L: Technology Coordinator</p> <p>The City shall designate a Technology Coordinator, within a City department or agency, with responsibility for oversight over communitywide information technology infrastructure development.</p>	<p>PFS-12.1</p>	<p>City Council City Manager Assistant City Manager</p>	■			
<p>PFS-M: Telecommunications Program</p> <p>The City shall develop and expand telecommunications programs at City Hall.</p>	<p>PFS-12.2</p>	<p>City Council City Manager Assistant City Manager</p>		■		

**Table IMP-10
Safety and Seismic Element Implementation Programs**

Implementation Programs	Implements What Policies	Who is Responsible	Timeframe			
			Near Term	Mid Term	Long Term	On-going
SS-A: Uniform Address System The City shall continue to implement a Uniform Address System.	SS-1.5	Community Development Director				■
SS-B: Unreinforced Masonry Structures Inventory The City shall complete an inventory of non-single family unreinforced masonry structures.	SS-2.2	Building Inspector Fire Chief		■		
SS-C: Sacramento County Hazardous Waste Management Plan The City should continue to implement the County's Hazardous Waste Management Plan.	SS-5.1 SS-5.2 SS-5.3	City Council City Manager Fire Chief Police Chief				■
SS-D: Use, Production, or Transport of Hazardous Materials and Wastes The City should develop siting and enforcement criteria for businesses that use, produce, or transport hazardous materials and wastes.	SS-5.1 SS-5.2 SS-5.3 SS-5.4 SS-5.5 SS-5.6	City Council City Manager Public Works Director Fire Chief		■		



Glossary of Terms

A

Acres, Gross. The total area of a site including portions that cannot be developed (e.g., right-of-way, open space).

Acres, Net Developable. The total area of a site excluding portions that cannot be developed (e.g., right-of-way, open space). Sometimes referred to as the “buildable” area of the project.

Airport Land Use Commission (ALUC). Responsible for developing and maintaining comprehensive land use plans (CLUPs) to protect public health and safety, ensuring compatible land uses in the areas around each airport, and ensuring consistency between local land use plans and comprehensive land use plans for airport areas. The Sacramento Area Council of Governments serves as the ALUC for Sacramento, Sutter, Yolo, and Yuba Counties.

Arterial—Major. Roadways that emphasize mobility with limited access. These include freeways, highways, expressways, and those arterials that are specifically designed to provide a high level of mobility with limited access to adjoining properties.

Arterials—Minor. Roadways that interconnect with and augment the major arterial system, while providing a somewhat lower level of travel mobility due to less stringent access limitations.

B

Best Management Practices (BMP). A policy, rule, or regulation that results in greater efficiency or benefits than from standard practices.

Building and Other Codes. Building construction regulation as enforced by the most recently updated codes in Title 15 of the Municipal Code, Title 24 of the California Building Code, California Mechanical, Plumbing, Electrical, Fire, and California Energy Code.

Build-out. Development of land to its full potential or theoretical capacity as permitted under current or proposed planning designations or zoning.

C

California Department of Fish and Game (CDFG). The California Department of Fish and Game maintains native fish, wildlife, plant species, and natural communities for their intrinsic and ecological value and their benefits to people. This includes habitat protection and maintenance in a sufficient amount and quality to ensure the survival of all species and natural communities. The department is also responsible

for the diversified use of fish and wildlife including recreational, commercial, scientific, and educational uses.

California Environmental Quality Act (CEQA). A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

California Historical Building Code (CHBC). A provision of the Building Code for qualified historical structures that allows the Building Official certain discretion related to regular code requirements in order to preserve historic fabric or significant features of the property.

California Native American Heritage Commission (NAHC). The governor-appointed nine-member commission charged with identifying and cataloging places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private lands. The NAHC also performs other duties regarding the preservation and accessibility of sacred sites and burials and the disposition of Native American human remains and burial items. At least five members must be elders, traditional people, or spiritual leaders of California Native American tribes.

California Register of Historical Resources. A listing of archaeological and historic resources that meet the criteria for designation on the State Register. The program is administered by the State Office of Historic Preservation.

Carbon Footprint. A measure of the impact of human activities on the environment. Carbon Footprint can be measured as the total amount of greenhouse gases (GHG) and carbon dioxide emitted for a product or service within a specific geographic area.

City. City with a capital “C” generally refers to the government or administration of a city (“City of Galt”). City with a lower case “c” may mean any city or may refer to the geographical area of a city.

City Council. The City’s legislative body. The popularly elected City Council is responsible for enacting ordinances, imposing taxes, making appropriations, establishing policy, and hiring some city officials. The Council adopts the local General Plan, Zoning Ordinance, and Subdivision Ordinance and other policies and regulations.

Civic Uses. See “Public and Quasi-Public Uses.”

Class I Bike Route. A bike path characterized by complete physical separation from automotive traffic.

Class II Bike Route. A portion of a roadway or shoulder which is separated from traffic lanes by the use of a solid white stripe on the pavement and has been designated for preferential use by bicyclists.

Class III Bike Route. A bicycle route with roadside signs suggesting a route for cyclists, and urging auto users to share the road, but lacking any striping or preferential space for cyclists.

Climate Change. The change in the average weather of the earth that may be measured by changes in wind patterns, storms, precipitation, and temperature.

Collector. Roadway that provides land access and mobility between residential neighborhoods and commercial, office professional, and industrial areas.

Commercial. Provides primarily for regional, neighborhood, and locally-oriented retail and service uses, restaurants, banks, entertainment uses, public and quasi-public uses, and similar and compatible uses.

Community Development Block Grant (CDBG). A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Coordinate. To solicit, consider, and respond to comments from other agencies, organizations, or groups in order to bring common actions, movements, or conditions. Coordinate is used in the context of the general plan to direct an organized approach to addressing interjurisdictional issues that are not solely under the purview of the City of Galt. This does not imply that the City is superior or subordinate to other agencies, organizations, or groups. Rather, it indicates that the City will confer with other agencies, organizations, or groups to find mutually-agreeable solutions. (*note: "to coordinate" or "coordination" does not have the same meaning as found in the appellate court decision of California Native Plant Society v. City of Rancho Cordova (2009) 2009 Cal. App. Lexis 430.*)

Cultural Resource. A broad definition for a variety of resources, including archaeological sites, isolated artifacts, Native American cultural properties, and historic buildings, structures, landscapes, sites, and features.

D

Demographics. Characteristics of a population, including age, sex, income, race/ethnicity, occupation, and housing characteristics.

Density, Residential. Densities specified in the general plan may be expressed in units per gross acre or per net developable acre. See also "Acres, Gross" and "Acres, Net Developable."

Development. A human-made change to property, such as buildings or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations.

Dwelling Unit (DU). A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long term basis.

E

There are no terms to be included.

F

Federal Emergency Management Agency (FEMA). An independent Federal agency established to respond to major emergencies. FEMA seeks to reduce the loss of life and protect property against all types of hazards through a comprehensive, risk-based emergency management program. In March 2003, FEMA became part of the newly created U.S. Department of Homeland Security.

Flood Control. Various activities and regulations that help reduce or prevent damages caused by flooding. Typical flood control activities include: structural flood control works (such as bank stabilization, levees, and drainage channels); acquisition of flood prone land; flood insurance programs and studies; river and basin management plans; public education programs; and flood warning and emergency preparedness activities.

Flood Insurance Rate Map (FIRM). Maps issued by FEMA that show special flood hazard areas, including the 100-year floodplain. They also show flood insurance rate map zones and other flood-related information applicable to a community.

Floodplain. Any land area susceptible to being inundated by flood waters from any source.

Floor Area Ratio (FAR). The ratio of gross building area (GBA) of development divided by the total net lot area (NLA). For example, a one story building covering its entire lot would have a FAR of 1.0. A two-story building covering half its lot would also have an FAR of 1.0. The formula for calculating FAR is $GBA/NLA = FAR$.

G

General Plan. A compendium of city policies regarding its long-term development, in the form of goals, policies, implementation measures, and maps. The general plan is a legal document required of each local agency by the California Government Code Section 65301 and adopted by the City Council.

Global Warming. See "Climate Change."

Global Warming Solutions Act of 2006 (Assembly Bill 32). The California State Legislature adopted Assembly Bill (AB) 32 in 2006, which focuses on reducing greenhouse gas (GHG) emissions in California. AB 32 requires the California Air Resources Board (CARB), the state agency charged with regulating state-wide air quality, to adopt rules and regulations that would achieve GHG emissions equivalent to state-wide levels in 1990 by 2020.

Greenhouse Gases (GHG). Gases that trap heat in the atmosphere, analogous to the way a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. The accumulation of GHG in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHG, the earth's surface would be cooler.

Groundwater. Water within the earth that supplies wells and springs; water in the zone of saturation where all openings in rocks and soil are filled, the upper surface of which forms the water table.

H

Hazardous Material. A material that, because of its quantity, concentration, or physical, chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. (California Health and Safety Code)

Historic Preservation. The field of identifying, protecting, and helping to preserve historic and cultural resources, including the maintenance, restoration, and rehabilitation of historically or culturally significant resources.

Historic Resources. Resources listed or eligible for listing in the National Register of Historic Places and/or the California Register of Historical Resources.

I

Industrial. Provides for research and development, warehouses, and manufacturing, and quasi-public uses.

Infrastructure. Public services and facilities, such as sewage-disposal systems, water supply systems, other utility systems, and roads.

J

Joint-Use Facility. A public facility that serves multiple purposes (e.g., a drainage detention basin that is an attractive recreational amenity) or provides shared services (e.g., a library shared by a high school and a college).

K

There are no terms to be included.

L

Land Use. The occupation or use of land or water area for any human activity or any purpose defined in the general plan.

Level of Service (LOS). A quality measure describing transportation operating conditions, generally in terms of such service measures as speed and travel time, freedom to maneuver, and traffic interruptions. The transportation LOS system uses the letters A through F to designate different levels, with LOS A representing the best operating conditions and LOS F the worst.

Local Agency Formation Commission (LAFCO). A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCO members generally include two county supervisors, two city council

members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

Local Street. Roadway that provides direct access to abutting lands and connections to the higher order functional classifications.

M

Market Trends. Current economic forces related to the supply and demand for housing, jobs, and commercial lease and sale rates. The evaluation of market trends informs an area's likeliness of developing the economy and supporting land uses.

Mixed-Use Development. Provides for residential uses combined with compatible uses such as retail, service, restaurants, banks, entertainment uses, professional and administrative offices, and public and quasi-public uses.

Municipal Services. Services traditionally provided by local government, including water, storm drain and sewer, roads, parks, schools, and police and fire protection.

N

National Pollutant Discharge Elimination System (NPDES). A national program under Section 402 of the Clean Water Act for regulation of discharges of pollutants from point sources to waters of the United States. Discharges are illegal unless authorized by an NPDES permit. (U.S. Environmental Protection Agency)

National Register of Historic Places. The nation's official list of districts, sites, buildings, structures, and objects significant in national, regional, or local American history, architecture, archaeology, and culture as maintained by the Keeper of the Register, within the Federal Department of the Interior.

Noise. Unwanted sound.

Noise Sensitive Land Uses. Land uses considered more sensitive to noise than others due to the amount of noise exposure and types of activities typically involved at the land use location such as, residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and certain types of parks are more sensitive to noise and are considered noise sensitive land uses.

O

Office Professional. Provides for office parks, office buildings, and quasi-public uses. This use is typically located on arterial and collector streets, and in downtown if it is in scale with existing buildings.

Open Space. Provides for passive outdoor recreational uses, habitat protection, watershed management, public and quasi-public uses, areas that contain public health and safety hazards such as floodways, and areas containing environmentally-sensitive features.

Ordinance. A law or regulation adopted by a governmental authority, usually a city or county.

P

Peak Hour. The time period during which the greatest demand occurs on the transportation system in the morning and early afternoon, also known as “rush hour.”

Public/Quasi-Public Uses. Provides for public facilities such as schools, fire stations, hospitals, sanitariums, libraries, museums, government offices and courts, churches, meeting halls, cemeteries and mausoleums, public facilities, and similar and compatible uses.

Q

Quimby Ordinance. The City is authorized as a condition of approval of a final map or parcel map, pursuant to passage of the 1975 Quimby Act (California Government Code Section 66477), to require a subdivider to dedicate land, pay a fee in lieu thereof, or both, at the option of the city, for park and recreational purposes. The fees collected can be used solely for the acquisition, improvement, and expansion of public parks, playgrounds, and recreational facilities.

R

Redevelopment. The planning, development, re-planning, redesign, clearance, reconstruction, rehabilitation, and provision of residential, commercial, industrial, public, or other structures or spaces as appropriate or necessary, in the interest of the general welfare. (SCC 2.80.030) Redevelopment Plan. A plan approved by the local redevelopment authority that provides for the reuse or redevelopment of the real property and personal property.

Regional Housing Needs Plan (RHNP). A quantification by a council of governments or by the State Department of Housing & Community Development of existing and projected housing need, by household income group, for all localities within a region. In the Sacramento region, SACOG approves the RHNP.

Right-of-way. A linear strip of land reserved exclusively for transportation, including, but not limited to, streets, bike lanes, sidewalks, on-street parking, transit lanes, landscaping, and/or railroad tracks.

S

Seismic. Pertaining to earthquake or earth vibration, including those that are artificially induced.

Specific Plan. A legal tool authorized by Article 8 of the Government Code (Section 65450 et seq.) for the systematic implementation of the general plan for a defined portion of a community’s planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence. The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the county.

Storm Drainage System. A system for collecting runoff of stormwater from land and streets and removing it to appropriate outlets. The system may include inlets, catch basins, storm sewer pipes, channels, detention basins, and pump stations.

Stormwater. Precipitation from rain or snow that accumulates in a natural or man-made watercourse or conveyance system.

T

Traffic Calming Features. Measures taken to slow traffic and/or reduce traffic volumes on neighborhood streets. They include: signage and speed limit signs, striping, speed humps, and traffic circles.

U

U.S. Army Corps of Engineers (USACE). A Federal agency of civilian and military engineers, scientists, and other specialists working in engineering and environmental matters to provide quality, responsive engineering services to the United States including planning, designing, building, and operating water resources and other civil works projects (e.g., navigation, flood control, environmental protection, disaster response); designing and managing the construction of military facilities for the Army and Air Force; and providing design and construction management support for other Defense and Federal agencies (i.e., interagency and international services).

U.S. Fish and Wildlife Service (USFWS). A bureau within the Department of the Interior with the mission to work with others to conserve, protect and enhance fish, wildlife and plants and their habitats for the continuing benefit of the American people.

V

Vacant. Parcels of land or buildings that are not actively used for any purpose.

W

Wildlife Corridors. A strip of habitat connecting wildlife populations separated by human activities (e.g., roads, development, or logging); allows an exchange of individual wildlife populations; and facilitates reestablishment of wildlife populations in isolated areas.

X Y Z

Zoning. Local codes regulating the use and development of property. A zoning ordinance divides the city or county into land use districts or “zones,” represented on zoning maps, and specifies the allowable uses within each of those zones. It establishes development standards for each zone, such as minimum lot size, maximum height of structures, building setbacks, and yard size.

Zoning Ordinance. Zoning and planning regulations of the City and any amendments, modifications, or revisions heretofore or hereafter made in such regulations. (See Title 17).