

California Integrated Climate Adaptation and Resiliency Program
City of Galt Small Government Leadership Challenge Grant Project
City of Galt Climate Action Plan, Transportation Corridor Management Plan, and
Master Plan



Project Summary

The American Recovery and Reinvestment Act of 2009 (ARRA) funded the Local Government Challenge, Small Government Leadership Challenge grant program. The City of Galt (City) was awarded grant funds to be used from June 30, 2017, to March 31, 2022. The funds were used to draft and implement a Climate Action Plan (CAP), undertake an innovative Transportation Corridor Management Plan, and develop a Master Plan. Taken together, the projects established a framework for future sustainable development within the City and provide tangible actions to reduce greenhouse gas (GHG) emissions based on Galt's sustainability goals to attain statewide GHG emissions reductions and energy efficiency goals.

Lead Agencies and Partnerships

City of Galt Community Development Department
Raney Planning & Management
GHD Group
Williams + Paddon

Funding Source

The CEC awarded the City a total of \$650,457 in grant funds to concurrently prepare the City's CAP, Transportation Corridor Management Plan, and Master Plan.

Drivers

Funding from the grant provided the City with an opportunity to implement three projects which were designed to work together to reduce the City's total GHG emissions in compliance with state mandated goals included in:

- California Global Warming Solutions Act of 2006 (Assembly Bill 32, Nunez, Chapter 488, Statutes 2006)
- Clean Energy and Pollution Reduction Act of 2015 (Senate Bill 350, De Leon, Chapter 547, Statutes 2015)

- California Global Warming Solutions Act of 2006: emissions limit (Senate Bill 32, Pavley, Chapter 249, Statutes 2016)

The City's General Plan also includes policies related to renewable energy incentives (Conservation and Open Space (COS) 7.10), energy efficient design techniques (COS-7.7), sustainable design of new developments (COS-7.6), and City facilities (COS 7.9), which were enacted through the implementation of these projects. Furthermore, the Transit Corridor Management Plan and Master Plan were designed to achieve regional goals adopted by the Sacramento Area Council of Governments (SACOG) in its 2004 Sacramento Blueprint and the adopted 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy.

Climate Impact Areas

The City has identified multiple potential climate change impacts specific to the City and the surrounding region. For instance, climate change may result in increased surface air temperatures which can result in human health effects such as heat exhaustion and heat stroke, as well as increased rates of respiratory problems related to exacerbated air pollution, reduced agricultural productivity from reduced water availability, and increased costs to businesses related to higher demands for landscaping or agricultural irrigation. Increased surface air temperatures represent only one of many potential regional impacts related to climate change. The following sections provide a description of the actions taken by the CAP, Transportation Corridor Management Plan, and Master Plan to address the drivers of climate change.

Climate Action Plan

The City of Galt CAP was created to support the sustainable development of the City and continued economic prosperity of the region by reducing GHG emissions in an attempt to curtail the anticipated impacts resulting from climate change. The CAP will streamline future environmental review of development projects in the City by following the California Environmental Quality Act (CEQA) Guidelines for a Qualified GHG Reduction Strategy. The CAP also identifies how the City will achieve consistency with the statewide emissions limits and the 2017 Scoping Plan Update prepared by the California Air Resources Board (CARB).

The CAP includes measures to reduce GHG emissions from local government and community-wide activities within the City. The measures are organized into focus areas, each of which address the major sources of emissions associated with the City, and will be implemented through actions undertaken by the municipal government of the City or by private landowners and developers. A Sustainability Checklist, which was developed in conjunction with the CAP, will be used in the City's project review process to identify requirements for each new development project to ensure compliance with the CAP.

In addition, the goals and strategies of the CAP will be integrated into other local and regional plans, programs, and activities. As the City moves forward with updates to the Municipal Code, various specific plans, updates to the City's Housing Element, and other planning documents, City staff will ensure that such documents support and are consistent with the CAP. CAP implementation will also require City leadership to execute strategies and report on the progress of implementation.

The emissions reductions resulting from implementation of the emissions reduction measures in the CAP are expected to be substantial and are anticipated to place the City's total emissions level on a downward trajectory.

Transportation Corridor Management Plan

The Carillion Boulevard Complete Streets Corridor Study (Transportation Corridor Management Plan) was initiated by the City to identify multimodal transportation enhancements, which would aid in the City's compliance with state GHG emission reduction goals. The Transportation Corridor Management Plan provides the framework and tools needed to further develop specific designs and provide a "Complete Street" along Carillion Boulevard. The United States Department of Transportation defines Complete Streets as streets designed and operated to enable safe use and support mobility for all users, including people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.

Carillion Boulevard is an auto-centric 2.2-mile corridor located between Twin Cities Road and Simmerhorn Road in the City. The roadway is mostly a wide four-lane arterial that serves single family and multifamily residential, commercial/retail, schools, and parks. Travel speeds are high, bike lanes are narrow, and pedestrian crossings at intersections are long and without median refuges.

The Transportation Corridor Management Plan identifies roadway improvements along existing segments and planned extensions of Carillion Boulevard, which would provide for implementation of a "road diet," a reduction in the number of travel lanes and/or effective width of the road to achieve systemic improvement along the roadway, as well as installation of roundabouts at most intersections and other improvements. The improvements included in the Transportation Corridor Management Plan were designed to implement the Complete Streets policy framework identified in the Circulation Element of the General Plan. In addition to project specific goals, the Plan was created to achieve both state and federal Transportation Planning Goals.

Overall, the proposed improvements included within the Transportation Corridor Management Plan would generally serve to reduce mobile-source emissions. Specifically, the proposed roundabouts would reduce vehicle idling times, while the lane reductions included in the proposed road diet would reduce mid-block travel speeds. In addition, given that the proposed improvements would prioritize pedestrian and bicycle modes of transport consistent with the City's Complete Streets policies, the project would likely result in an overall decrease in passenger vehicle use within the City. With the opportunity to shift local travel away from use of motor vehicles, the plan would help the City reduce air quality emissions.

Master Plan

The Galt Market Community Plan (Master Plan) is a visioning exercise which offers the City an opportunity to revitalize and redesign the Galt Market, an outdoor marketplace, to enhance the customer experience and provide development opportunities that would complement the Market, such as ancillary retail/restaurant uses, various densities of residential development, senior housing, etc. The ultimate goal of the Master Plan is to develop a long-term vision and plan for the Galt Market and surrounding City-owned properties while ensuring a viable, sustainable source of income for the City and more specifically for the Parks & Recreation program.

The Master Plan was originally proposed to explore redevelopment opportunities of the entire 45-acre Galt Market Grounds, and ultimately create a conceptual plan which would provide a roadmap for future development of the properties. In 2019, the City began the conceptual planning process and community outreach. As part of the extensive community outreach for the plan, presentations were initially provided to multiple organizations and community groups within the City. The first community-focused public forum was held in March 2020 and was attended by roughly 50 citizens. The anticipated 2020 workshops and public interaction that were to follow were significantly limited by COVID-19. City staff originally put the effort on hold hoping for the COVID health crisis to end. However, in early 2021, City staff began working with project consultants to prepare the Master Plan visioning document. On April 6, 2021, a City Council public workshop took place to present the draft visioning document. The City Council directed City staff to present the visioning exercise and obtain additional community input. Presentations were provided to over 40 groups.

The visioning exercise generated considerable discussion around what the transformation of the Galt Market Grounds could look like over the next 20 to 40 years. The community was able to think about the past, present, and future of the Galt Market Grounds, and the exercise helped lead further conversations about the current market operations and community finances. Additional thoughts were generated around amenities and the recreation features that were important to the community. Based upon comments provided by the public, a revised layout for the Galt Market Grounds was created, which included more parking adjacent to the market grounds, the elimination of single family housing, the inclusion of multifamily and senior housing, and the reduction of site development density by introducing more open areas and parking.

Overall, the Galt Market Community Plan visioning exercise generated community discussion that led to further conversations regarding the market operations and what the market may look like in the future. The community was given the opportunity to provide input about the amenities that are important to the City and what may be a priority for future development of the area. Redevelopment of the Master Plan area will be designed to showcase the City's commitment to sustainability through the implementation of smart-growth and green building strategies that will comply with regional plans such as the SACOG 2004 Blueprint Principles and 2016 Metropolitan Transportation/ Sustainable Communities Strategy (MTP/SCS). As such, the Master Plan will represent a major example of the City's commitment to sustainability and will help achieve the emissions reductions goals to be established by the CAP that is currently being developed.

Engagement Process

Stakeholders for the proposed projects included SACOG, the Sacramento Metropolitan Air Quality Management District (SMAQMD), environmentally focused organizations, the public, neighborhood and community interest groups, community business owners, emergency service providers, schools, transit providers, and other representatives of affected groups or individuals. The City coordinated extensively with stakeholders and the general public and held a series of public workshops for each of the three projects. In addition, the City's CAP and Transportation Corridor Management Plan were reviewed under CEQA, which included a 30-day public review period where interested parties, including stakeholders and the public, had a chance to comment on the projects. Furthermore, the City held planning commission and city council meetings for each project, which further gave the public a chance to participate.

Research and Data

In preparing the City's CAP, staff used ClearPath and California Emissions Estimator Model (CalEEMod) software, as well as relevant guidance documents from SMAQMD, CARB, and the California Air Pollution Control Officers Association. ClearPath California is a suite of tools designed to measure and track GHG emissions within communities in California. In addition to allowing for the inventory of GHG emissions, ClearPath provides a centralized platform for forecasting future GHG emissions and planning for the control and reduction of emissions. Where ClearPath information was not available, CalEEMod, a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions from land use projects, was used.

Preparation of the Transportation Corridor Management Plan included a quantification of traffic operations through the determination of Level of Service (LOS) for all study intersections along Carillion Boulevard using the methods documented in the Transportation Research Board Publication *Highway Capacity Manual, Sixth Edition, A Guide for Multimodal Mobility Analysis, 2016*. LOS was then compared to the guidelines and policies included in the City of Galt General Plan and Caltrans' Guide for the Preparation of Traffic Impact Studies. The Transportation Corridor Management Plan also used relevant information from the California Manual on Uniform Traffic Control Devices (MUTCD), as well as the 2016 Oregon Department of Transportation (ODOT) Analysis Procedure Manual (Version 2), for Bicycle Level of Traffic Stress.

In order to analyze the current conditions of the Galt Market Grounds and provide information to help guide the future design and policies for the Galt Market Community Plan, existing planning documents for the City (2030 General Plan, City Strategic Plan, Galt Youth Master Plan, Zoning Ordinance, etc.), as well as the region (SACOG'S Blueprint Principles, SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy, etc.) were considered. In addition, site visits were conducted, and documentation was created to produce visual analysis of existing structures and public spaces. In addition, diagrams of existing major wet utilities, dry utilities, traffic patterns, and public transit stops within the Master Plan area were created based on City-provided data. The visioning process for the Galt Market Grounds consisted of multiple public outreach opportunities, as discussed above, including City Council presentations and public outreach to City-affiliated committees, commissions, and other government and nongovernmental organizations to gather additional feedback on the Master Plan.

Challenges

The main challenge faced during the preparation of the projects was limited public participation and time delays due to the inability to hold in-person meetings during the COVID-19 pandemic. Adaptive outreach and public engagement efforts, such as online technologies, were used to provide an opportunity for public comments. The approval hearings for the Transportation Corridor Management Plan and the overall progress on the Master Plan were also put behind schedule due to pandemic-related delays. As a result of this delay, the Master Plan was revised to be a visioning document, rather than a full Specific Plan with CEQA approval.

Another challenge included preparing three planning documents within the grant implementation timeframe and budget; however, the City partnered with consultants to address this challenge.

Outcomes

The Climate Action Plan, Transportation Corridor Management Plan, and Master Plan were all completed and adopted by the City in the grant implementation timeframe and budget. Due to time and budget constraints, the Master Plan was created as a visioning document rather than the initially proposed CEQA approved Specific Plan. The Galt City Council held a study session on January 18, 2022, to provide staff direction regarding next steps in the Galt Market Community Plan visioning process. The City Council reviewed past outreach efforts and agreed that the Galt Market Grounds and surrounding area were important to and for the community and should be utilized to a highest and best use. The City Council directed staff to return in July 2022, for a public workshop to discuss next steps and options. Future steps also include detailed design level workshops and economic analysis with the City Council and public to develop an implementation plan. A key component of the Master Plan's future progress will be to develop funding sources and identify state and regional partnerships.

Although the Transportation Corridor Management Plan has been approved by the City, the street designs included in the plan have not been widely accepted by decisionmakers. Therefore, to gain acceptance of the Transportation Corridor Management Plan, a change in the political will of the City would be required to determine how, and if, the Transportation Corridor Management Plan will be implemented in the future. By creating a streamlining process for future environmental review of development projects in the City, developing specific designs for a "Complete Street" along Carillion Boulevard, and advancing a long-term vision and plan for the Galt Market and surrounding City-owned properties, the completion of the three projects provides an opportunity to reduce the City's total GHG emissions by providing a comprehensive framework for sustainable development within the City.

Resources

CAP and CAP Checklist

<https://www.cityofgalt.org/our-city/to-be-deleted/climate-action-plan-cap>

Galt Market Visioning Plan

<https://www.cityofgalt.org/our-city/to-be-deleted/city-departments/galt-market-community-plan>

Carillion Boulevard Corridor Plan

<https://www.cityofgalt.org/government/community-development/planning/development-projects-environmental-documents>