



10/1/2015

VIA EMAIL

Chris Erias, Principal Planner  
Galt Planning Department  
495 Industrial Drive  
Galt, CA 95632

**RE: Dry Creeks Oaks Subdivision Draft Mitigated Declaration**

Dear Mr. Erias:

WALKSacramento has reviewed the Dry Creek Oaks Subdivision Project Initial Study/Draft Mitigated Negative Declaration (IS/MND) and offer the following comments, all in reference to Evaluation of Environmental Impacts XVII (f).

The Galt General Plan Land Use Element states that for new development, the City will focus on developing more efficient and multi-modal transportation options. The change in land use of from Light Industrial to High Density Residential in a location that isn't within walking distance of services and retail serving daily needs will not be efficient or encourage multimodal travel. The fact that all of the residential except for the assisted living facility is proposed to be for seniors will reduce even more the efficiency and multi-modal attributes of the project. This could mean there could be a potentially significant impact from a conflict with adopted General Plan policies.

The off-street "bike lane" along Dry Creek Road shown on the Tentative Subdivision Map on page 10 is 10' A.C. with 2' D.G. Assuming the trail is used by many of the seniors living the subdivision, the 10' width may contribute to conflicts and reduced safety if the trail is also used by bicyclists for commute or regional travel. As such, this could mean there could be a potentially significant impact from a conflict with the Bicycle Transportation Plan.

The Dry Creek Road bike trail has a trail head at the intersection of Dry Creek Road and Boessow Road. The Tentative Subdivision Map shows Boessow as what may be a 4-lane arterial. If this is the case, does the design provide the opportunity for bicyclists to make a left turn to head westbound on Boessow Road or connect to the Class I trail further east? The Galt General Plan Policy C-8.4 states that the City should design and build new intersections to maximize pedestrian and bike convenience and safety relative to automobile needs. Did the IS/MND account for this situation?

The project documents do not call out a location for a transit stop. Considering the mobility needs of the senior population and the distance from the proposed project to

nearby services and daily needs, transit may be in high demand by future residents. General Plan Policy C-8.8: Transit Access in New Developments states that 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. Is this another potentially significant impact?

Transit may be routed by the project site on Boessow Road, in which case residents would need to cross the road to get to the westbound stop. A 4-lane roadway will be unsafe to cross without some form of traffic control at the Carillion Road intersection. This should be analyzed to determine if a signal would be needed to provide the crossing opportunities for seniors. The Galt General Plan Policy C-8.4 states that the City should design and build new intersections to maximize pedestrian and bike convenience and safety relative to automobile needs. Did the IS/MND account for this situation?

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255 or [cholm@walksacramento.org](mailto:cholm@walksacramento.org).

Sincerely,  
Chris Holm  
Project Manager