Initial Study/Mitigated Negative Declaration

Jeweled Palace Buddhist Temple at Dharma Realm

JUNE 2025

Prepared for:

CITY OF WEST SACRAMENTO
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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
ANSI	American National Standards Institute
APN	Assessor's Parcel Number
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CCAA	California Clean Air Act
CDR	Sagely City of Dharma Realm
CDR IGDVS	Instilling Goodness Elementary School & Developing Virtue Secondary School
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historic Resources
CWMP	Construction Waste Management Plan
dB	decibel
dBA	A-Weighted Sound Level
DOC	California Department of Conservation
DOF	California Department of Finance
DPM	diesel particulate matter
DRBA	Dharma Realm Buddhist Association
DTSC	Department of Toxic Substances Control
EIA	U.S. Energy Information Administration
EIR	environmental impact report
EOP	Emergency Operations Plan
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FIRM	Federal Insurance Rate Map
GHG	greenhouse gas
GWh	gigawatt hours
GWP	global warming potential
HFCs	hydrofluorocarbons
HRA	health risk assessment
in/sec	inches per second
IS/MND	Initial Study/Mitigated Negative Declaration
ISA	International Society of Arboriculture
ITE	Institute of Transportation Engineers

Acronym/Abbreviation	Definition
L_{dn}	Day-night Sound Level
L_{eq}	Equivalent Sound Level
LOS	Level of Service
LRA	Local Responsibility Area
mgd	million gallons per day
MT	metric ton
MTP	Metropolitan Transportation Plan
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NF_3	nitrogen trifluoride
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
O_3	Ozone
OEHHA	California Office of Environmental Health Hazard Assessment
OPR	Governor's Office of Planning and Research
PFCs	perfluorocarbons
PM_{10}	particulate matter equal to or less than 10 microns in aerodynamic diameter
$PM_{2.5}$	particulate matter equal to or less than 10 microns in aerodynamic diameter
ppm	parts per million
PPV	peak particle velocity
Proposed Project	Jeweled Palace Buddhist Temple at Dharma Realm
ROG	reactive organic gas
SACOG	Sacramento Area Council of Governments
sf	square foot
SF_6	sulfur hexafluoride
SFNA	Sacramento Federal Nonattainment Area
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO_2	sulfur dioxide
SR	State Route
SVAB	Sacramento Valley Air Basin
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
TMP	Transportation Management Plan
UAIC	United Auburn Indian Community
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
$\mu g/m^3$	micrograms per cubic meter

1 Introduction

1.1 Project Overview and Location

The Sagely City of Dharma Realm ("Dharma Realm" or CDR) is located in the City of West Sacramento ("City") in Yolo County, California. Dharma Realm is a 14.30-acre-religious worship and educational institution dedicated to worship and the orthodox teachings of the Buddha. Dharma Realm is an existing campus and contains worship and meditation halls, a dining hall, a nunnery, nuns' dormitories, administration offices and educational facilities, such as a private primary school and secondary school, plus Sunday school and camp facilities. The Dharma Realm Buddhist Association (DRBA), formerly the Sino-American Buddhist Association, acquired and established Dharma Realm in the East Gateway district of the city in 1992. DRBA was founded by the Venerable Master Hsuan Hua in 1959 and is established as a state and federally approved non-profit religious and educational corporation for the purpose of bringing the orthodox teachings of the Buddha to the entire world. DRBA is seeking approval of a new Jeweled Palace Buddhist Temple at Dharma Realm ("Proposed Temple Project" or "Proposed Project"). For more information on the history of Dharma Realm and the significance of the Temple, please see Appendix A.

Dharma Realm is the site of the Proposed Temple Project, and it is located at 1029 West Capitol Avenue, West Sacramento, California (Assessor Parcel Numbers [APN] 067-320-005 and 067-320-002) ("Project Site"). The Project Site is within a developed area of the city bounded by State Route (SR) 275/Christopher Cabaldon Parkway (also referred to by its former name, Tower Bridge Gateway) to the south, West Capitol Avenue to the north, Merkley Avenue/El Rancho Court to the west, and Grand Street to the east (see Figure 1, Project Location). Surrounding land uses include City offices, County library, community college, community center, church, commercial, and hotel uses to the north, east, and west and riverfront mixed uses, including residential areas, to the south. Interstate 80 (I-80) is the nearest freeway to the Project Site. Regional traffic access is provided by SR 275/Christopher Cabaldon Parkway, I-80, and SR 84. The Tower Bridge is approximately 0.5 miles east of the Project Site via SR 275, which connects the City of West Sacramento to the City of Sacramento to the east and also provides access to I-80.

The Project Site is designated as a Central Business District (CBD) in the City's 2035 General Plan (adopted November 2016) and it is also zoned CBD. Section 17.09.010 of the City's zoning code states that the CBD zoning allows for civic uses such as public libraries, restaurants, retail, service, professional offices, multi-family residential, and similar and compatible uses, including cultural institutions and community assembly and religious uses. Dharma Realm is just north of the Bridge District Specific Plan area, which allows for high-density waterfront-orientated mixed-use development with a maximum building height of 250 feet.

1.2 Project Background and Need

In 1992, Dharma Realm purchased the Project Site that was formerly the Motel El Rancho, which was first opened in July 1940. The DRBA operates 23 temples and monasteries, with 9 located across California. On August 4, 1994, Dharma Realm obtained the necessary entitlements from the City for development of a temple and a private primary and secondary school (K-12). The K-12 school was constructed and is currently in operation. The temple building was not constructed due to unexpected circumstances and the permit has since expired. Dharma Realm has submitted an application to the City to construct the Proposed Temple Project, which would be nested within their existing campus. At its simplest, a religious community needs a home in which to meet, and a distinctive building designed for the faith's specific religious practices serves this purpose well. The Temple Building will be designed

in accordance with and dedicated to the Buddhist teachings and faith. Through the physical aspects of the Temple and its surroundings, it will elicit spiritual and psychological responses within its community. Temples play an invaluable role in the developing life of a Buddhist community, as a temple designates places where the congregation meets for worship and cultivation, with the ultimate goal of enlightenment. This Temple will be a landmark in the history of Buddhism in the Western Hemisphere. The Proposed Temple Project would allow Dharma Realm to worship in a temple containing the full complement of Buddhist religious representations and architectural features (See Appendix A). In addition to facilitating religious worship, the Proposed Temple Project would expand Dharma Realm's ability to provide religious special events and functions, pilgrimages, and education to the greater Northern California community, and to all visitors to the City of Dharma Realm. The Proposed Project would also serve the day-to-day function of the Dharma Realm campus for scheduled worship.

There currently are 4 to 6 special functions per year for annual worship retreats, celebrations and educational events centered around the Buddhist faith for up to 100 attendees that serve the entire DRBA ("Type 1 Special Event"). With the Project, Dharma Realm would also host 2 larger annual special events and seminars for up to 2,000 attendees ("Type 2 Special Event"). Type 2 Special Events would occur on two weekends annually. Both Type 1 and Type 2 Special Events are open to the public. The Proposed Project would allow the Buddhist faithful and other interested participants to worship in and make pilgrimages to the Jeweled Palace Buddhist Temple to fulfill their religious vows. The DRBA or Project Applicants have stated that the Proposed Project would include the unique Jeweled Palace Buddhist Temple building design and religious representations appropriate for each element of worship, including but not limited to enlightenment, community, compassion, wisdom, understanding, communication, and peace. There are currently no three-story Jeweled Palaces with a Sky Bridge and Mountain Gate Temple on the West Coast that allow all Buddhist faithful to make pilgrimages and fulfill their vows. Additionally, the Jeweled Palace Buddhist Temple would provide a sanctuary for all, regardless of their faith or religious affiliation. The Proposed Project is needed to meet the Dharma Realm's growing needs for worship, meditation, education, dining, co-ed school and nun's dormitories, and to welcome all from the community regardless of their faith.

1.3 Existing Site and Uses

The 14.30-acre Project Site includes 15 existing buildings, internal circulation/roadways, parking areas, tennis courts, and landscaping. The existing buildings total 187,155 square feet (sf) and include operations of a co-ed K-12 school, a nunnery, nun's dormitories, administration offices, meditation facilities, a lecture space, a dining hall, and a Buddhist faith education center. The Project Site currently includes 378 parking spaces interspersed between existing buildings. The campus also provides dormitories for faculty, students, and visitors during special events. The existing campus fluctuates between 20 to 50 people, with approximately 30 full-time nuns residing onsite. Prior to the COVID pandemic, the number was higher.

The school located on the Project Site is the Instilling Goodness Elementary School & Developing Virtue Secondary School (CDR IGDVS). The CDR IGDVS was founded in 2011 and provides curriculum and courses for K-12 education. The school also operates a Sunday school program and an annual summer camp. In 2023, nine students were enrolled in the school. Before COVID, the school had up to 30 students. The expectation is that the school would expand to several hundred students, with at least 20 students per grade level.

The Project Site is mostly hardscaped but includes some landscaping surrounding buildings and between parking areas. The Project Site includes numerous trees, primarily along the Project Site boundary, including native oak

trees, palm trees, fruit trees, and a Coast redwood. While most trees on the Project Site are considered to be ornamental, several trees meet the City's definition of Heritage trees, as defined by Municipal Code Section 8.24.020.

1.4 California Environmental Quality Act Compliance

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared per the requirements of the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code Section 21000, et seq.), and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.). An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and to determine the appropriate environmental document to be prepared under CEQA. In accordance with CEQA Guidelines Section 15070, a "public agency shall prepare…a proposed negative declaration or mitigated negative declaration…when: (a) The Initial Study shows that there is no substantial evidence…that the project may have a significant impact on the environment, or (b) The Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions would reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that a project would not have a significant effect on the environment and, therefore, would not require the preparation of an Environmental Impact Report (EIR). By contrast, an EIR is required when the project may have a significant environmental impact that cannot clearly be reduced to a less-than-significant effect by adoption of mitigation or by project avoidance.

As described in the environmental checklist (Chapter 3), the Project would not result in any unmitigated significant environmental impacts. Therefore, an IS/MND is the appropriate document for compliance with the requirements of CEQA. This IS/MND conforms to these requirements and to the content requirements of CEQA Guidelines Section 15071.

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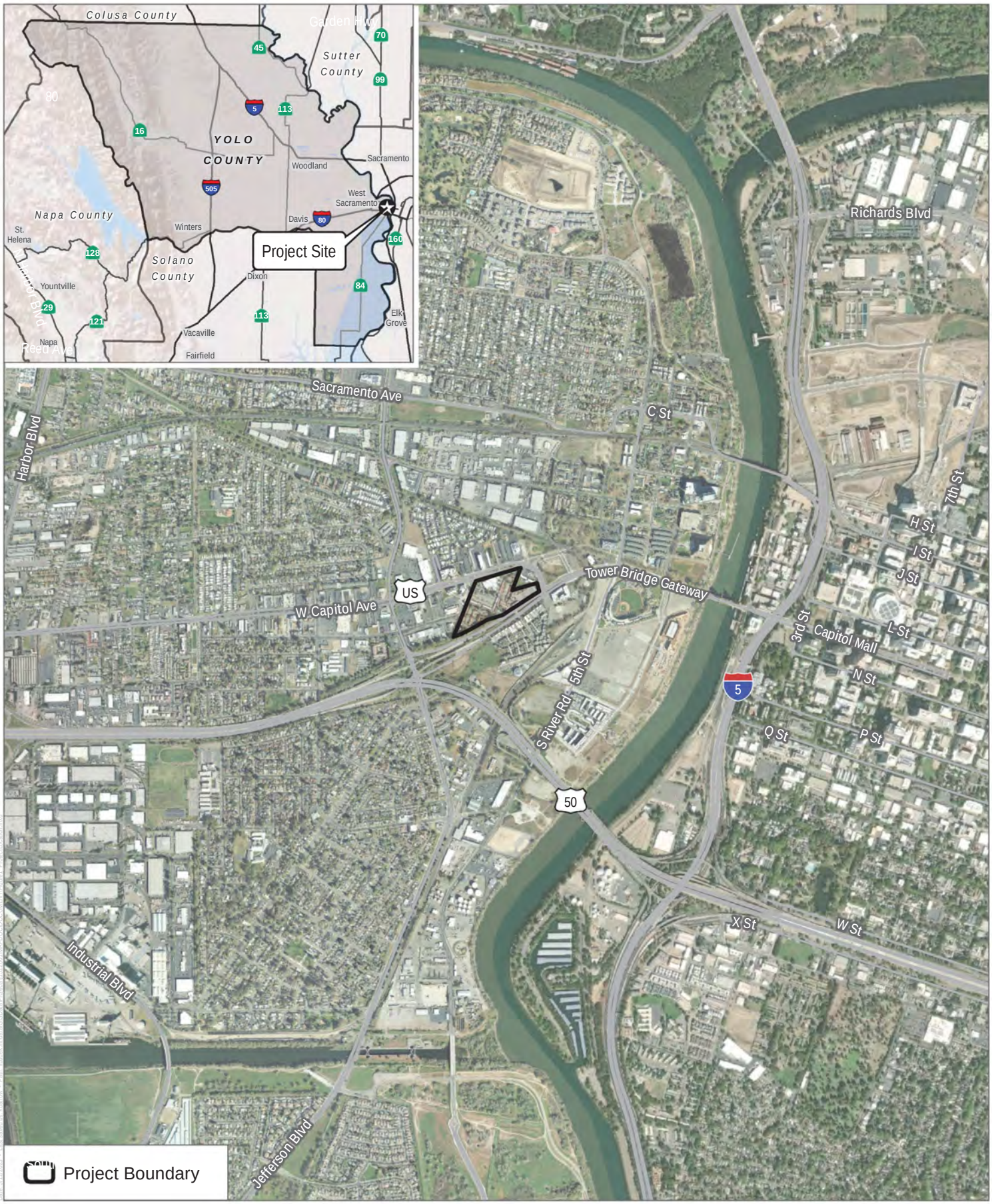

SOURCE: ESRI World Imagrey

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0 1,000 2,000 Feet

FIGURE 1

Project Location

Jeweled Palace Buddhist Temple at Dharma Realm

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2 Summary of Findings

2.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project. The environmental factors checked below can be fully mitigated to less than significant with required mitigation measures and further analysis in an EIR is not required.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

2.2 Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Signed by:
Seamus Laffey
74FA8664C3F84B1...

Signature

6/18/2025 | 11:47:20 AM PDT

Date

3 Initial Study Checklist

1. Project title:

Jeweled Palace Buddhist Temple at Dharma Realm

2. Lead agency name and address:

City of West Sacramento
Community Development Department
1110 West Capitol Avenue, 2nd Floor
West Sacramento, California 95691

3. Contact person and phone number:

Seamus Laffey, AICP
seamusl@cityofwestsacramento.org
(916) 617-4645

4. Project location:

1029 West Capitol Avenue, West Sacramento, California 95691
APNs: 067-320-005 and 067-320-002

5. Project sponsor's name and address:

Dharma Realm Buddhist Association
1777 Murchison Drive
Burlingame, CA 94010

6. General plan designation:

CBD

7. Zoning:

CBD

8. Description of project:

The Proposed Project would involve partial demolition of two buildings and total demolition of a courtyard and associated courtyard features (*e.g.*, gazebo, paved walkways, raised platform) and an "L" shaped structure in the southwest portion of the property. Once demolition is complete, a new 3-story, approximately 90-foot-tall Temple Building and pedestrian bridge ("Sky Bridge") would be constructed. The proposed Temple Building would be 99,414 sf and octagonal in shape, modeled after traditional Buddhist and Eastern architecture. The ground floor of the building would include a kitchen and a dining area. The second level would serve as a lecture space and the third level would include a temple hall. The largest

room within the Temple (the 2nd floor Lecture Hall) would be 20,236 sf, while the largest room with the most occupancy would be the Worship Hall at 19,629 sf. The Sky Bridge, or "grand stairway," would be constructed beginning in the southwest portion of the site and would consist of a mix of steps and a paved bridge pathway that would ascend over two existing buildings to connect to the third story of the building (see Figure 2, Overall Site Plan). The stairway would consist of a series of steps and landings with planter walls and small accent trees. The total area of the Sky Bridge would be 19,620 sf for a total combined area of 119,034 sf.

The overall structure would be modeled after Buddhist traditional building architecture. The exterior walls would be finished in light neutral-tone cement plaster and the roof would be finished with glazed oriental roof tiles. In addition to the Temple Building, the Proposed Project would also include the construction of three new entrance/egress areas, including a gated archway along El Rancho Court that would serve as the main site access, as well as a pedestrian plaza and vehicular circulation and pedestrian connectivity improvements within the site (see Figure 2, Site Plan). When there are no Special Events, onsite visitors/participants could range from 20 to 150 visitors/participants.

A description of the existing and proposed Special Events that would occur is provided below.

Special Events. There are two types of Special Events at CDR.

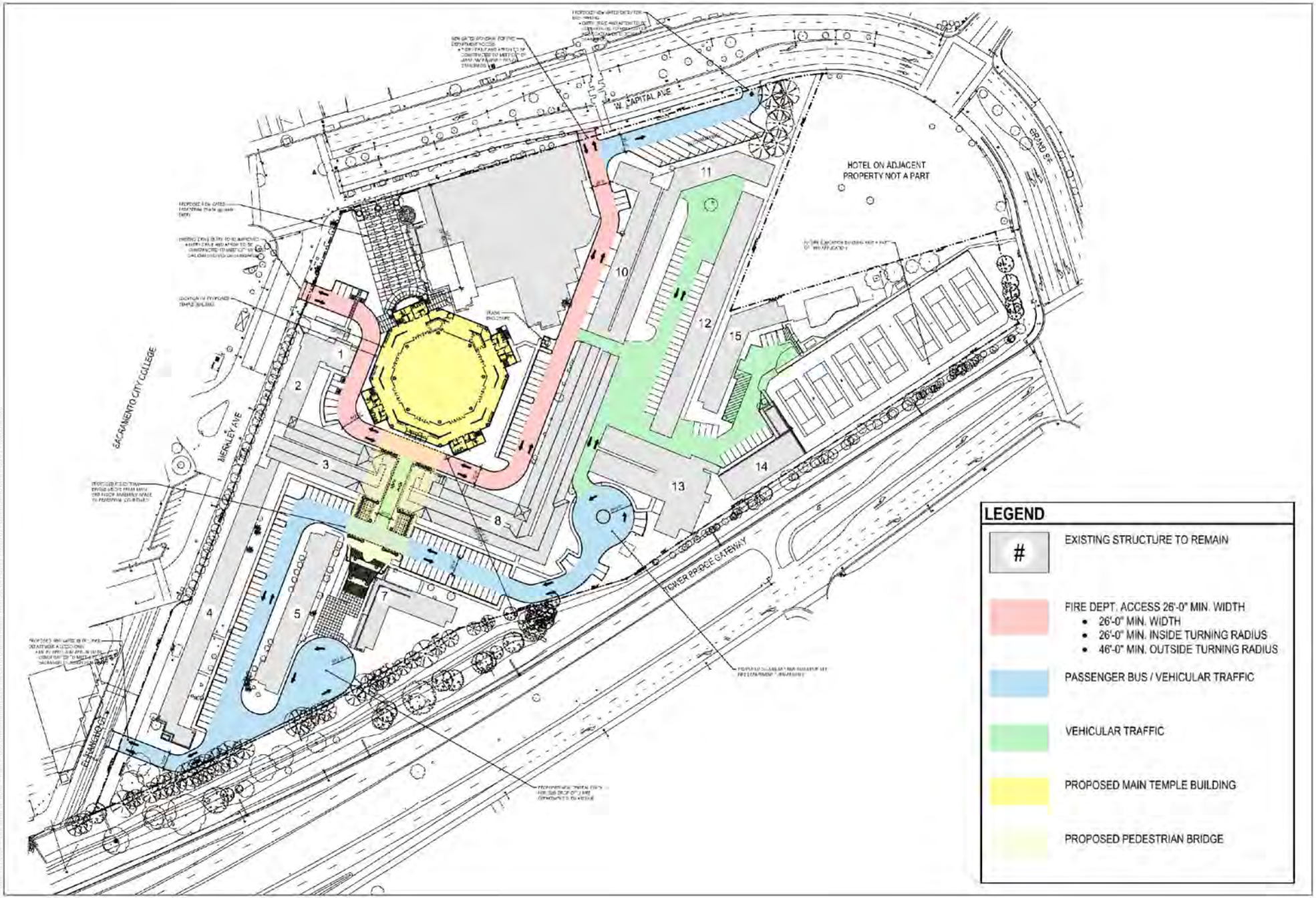
> **Type 1 Special Event** (Current or Existing Condition)
> Type 1 Special Events are currently in place at CDR and involve 50 to 100 visiting worshippers, staying on-site, 4 to 6 times per year. All visitors park on-site. The duration of the stay is typically seven consecutive days.
>
> **Type 2 Special Event** (Future Condition with Project)
> Type 2 Special Events would occur once or twice per year on weekends with 1,000 to 2,000 visitors attending worship services. Shuttle buses would provide transportation to and from the proposed off-site parking lots to the Project Site. It is anticipated that these visitors would stay at local nearby visitor accommodations and not on-site.

On a daily basis, there are approximately 30 full-time nuns that reside on the campus. Operation of the Proposed Project would increase onsite users and occupants, as the future facility is expected to serve as a central location for northern California Buddhist nuns and draw in additional members of the DRBA. School students, teachers, visitors, and parents would supplement these numbers.

Other Onsite Improvements

Circulation

The Project Site's existing pedestrian and internal vehicular circulation system would be modified and expanded to provide additional connections between the Project Site and the adjacent public streets. Fire equipment and vehicles, passenger buses, and passenger vehicles would access the Project Site through four entry points: one on Merkley Avenue, one on El Rancho Court (leading to the "Mountain Gate"), and two on West Capitol Avenue (see Figure 2).



SOURCE: CDA+PDG 2021

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FIGURE 2

Site Plan

Jeweled Palace Buddhist Temple at Dharma Realm

The existing main entrance to the campus off Merkley Avenue would be updated to meet the City's design standards, including compliance with the fire code, and serve as an access point for the fire department. The Project proposes an additional gated entry south of the existing Merkley Avenue entrance, along El Rancho Court, which would serve as the primary entrance and bus drop-off and pick-up during special events. The two new access points located on West Capitol Avenue include a gated driveway and, farther east, a gated entry used for bus parking. Additionally, two new bus drop-offs that double as fire department turnarounds would be added to the southwestern portion of the Project Site.

The number of vehicle trips per day for visitor and temporary employees at buildout would be an average of 30 trips per day, including weekdays and weekends. For the Type 2 Special Events, a Traffic Management Plan has been prepared and is included as an attachment in Appendix G.

Parking

The Project Site has 378 existing parking stalls which were constructed for the original hotel activities. The Project is proposing a total of 175 parking spaces, including existing and newly constructed parking spaces. Twelve bus parking spaces are proposed to be added and would be in addition to the 175 parking spaces previously identified. During the Type 2 Special Events, off-site parking and shuttle bus service would be provided for visitors.

For Type 2 Special Events, it is anticipated that off-site parking needs could be accommodated by the Ziggurat parking garage at 3rd Street and F Street. However, three additional off-site parking locations have been identified to accommodate any overflow, as shown in Figure 3, Offsite Parking Locations. These locations include:

- Public parking lot at 7th and West Capitol Ave.
- West Sacramento Parking lot on West Capitol Ave.
- Parking lot at 5th Street and Bridge Street.

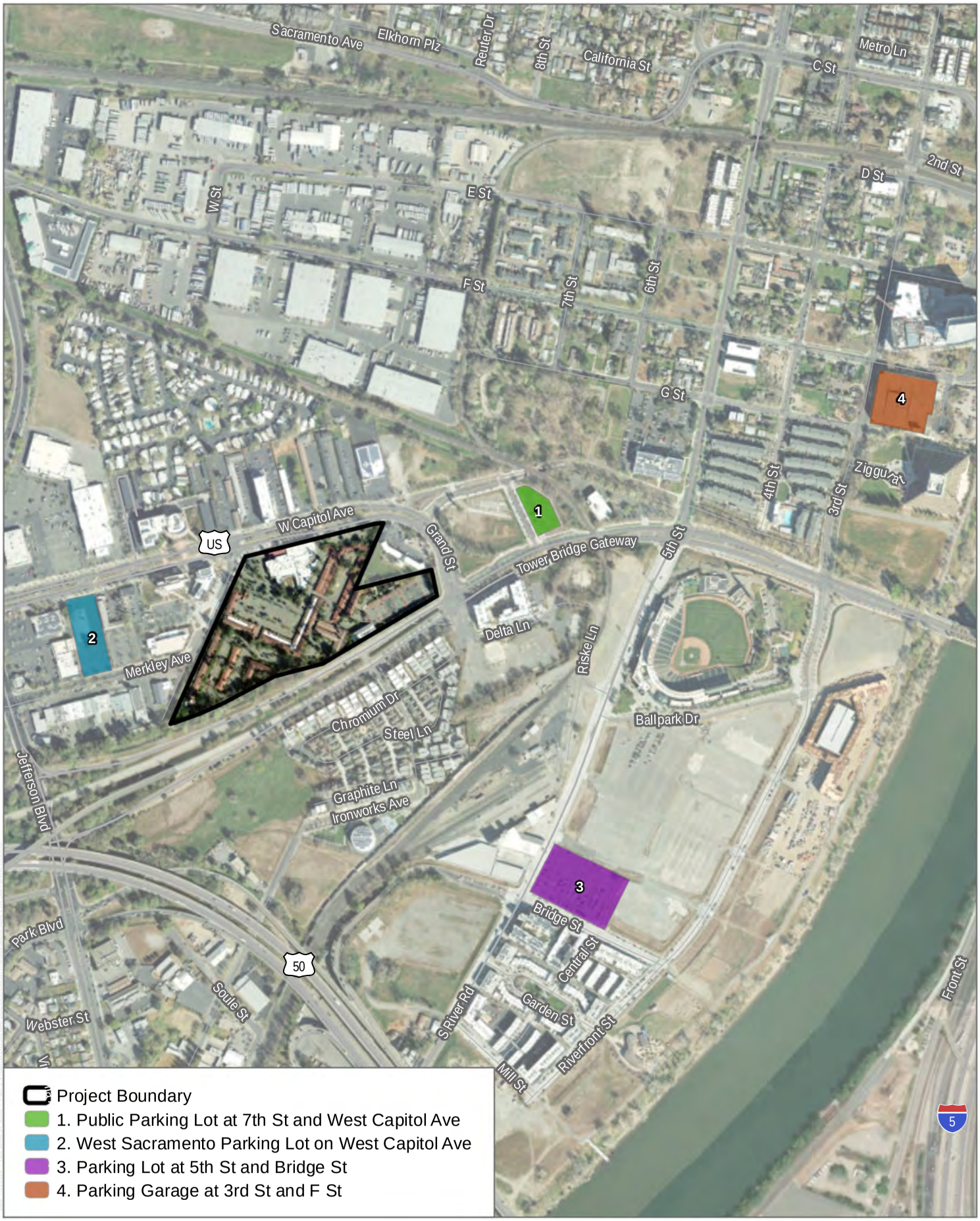
Shuttle bus service for Type 2 Special Events would operate during the hours of 7:00 am to 9:00 am and 5:00 pm to 7:30 pm to and from these locations depending on which locations are used the day of the event.

A City special event permit would be required for Type 2 Special Events, which would prevent conflict with other events relying on the above parking lots.

All onsite circulation and parking would be designed per the City and Fire Department design standards.

Pedestrian Access

The Proposed Project also includes a gated access point for pedestrians at West Capitol Avenue and Merkley Avenue. Pedestrian access from this point would direct visitors/participants into the new pedestrian plaza and towards the main entrance of the campus. The pedestrian plaza would serve as a gathering and open space area equipped with tables and chairs for visitors/participants' use.



SOURCE: ESRI World Imagery 2023; Open Street Map 2023

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0 330 660 Feet

FIGURE 3

Off-Site Parking Lots

Jeweled Palace Buddhist Temple at Dharma Realm

Utilities

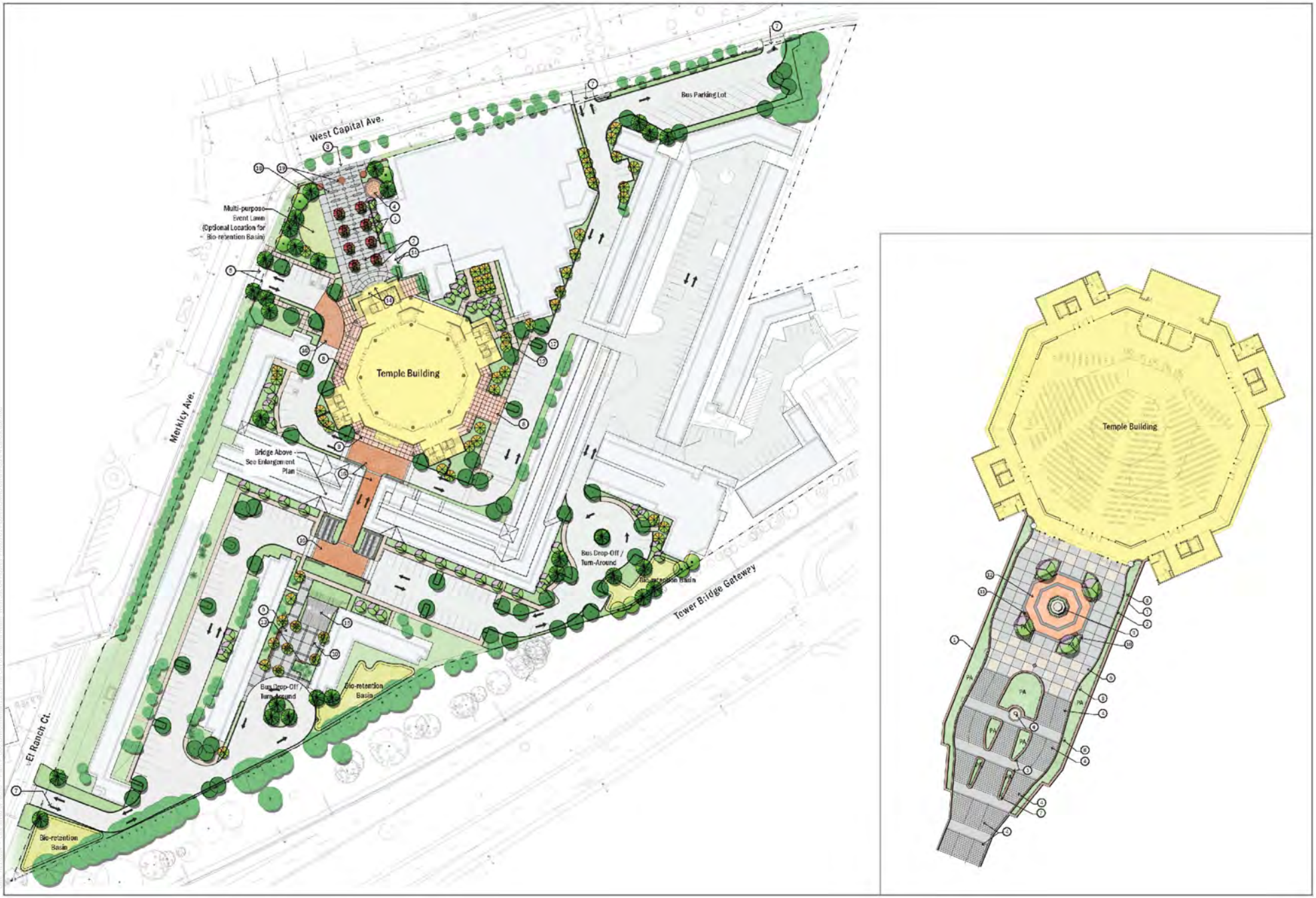
The City currently provides water supply, wastewater conveyance and treatment, and stormwater infrastructure services to the Project Site. Electricity and natural gas services to the Project Site are provided by Pacific Gas & Electric. Implementation of the Proposed Project would result in new and/or reuse of existing water, wastewater, and storm drain lines that would connect to the City's existing stormwater, water, and wastewater lines present in West Capitol Avenue, Merkley Avenue, and El Rancho Court. There is an existing sanitary sewer pump station located in the south end of the property that is to remain. A new on-site sanitary sewer pump station and force main are proposed for the Temple Building. There are existing domestic and fire water services on the Project Site that would remain to serve the existing buildings. New domestic and fire water services would be required for the Temple Building. The Project is proposing to construct up to five on-site bioretention basins located on the south and east ends of the Project Site to be used to treat stormwater and meet the City's Post-Construction requirements. Any overflow of the bioretention basins would daylight off-site into a ditch that borders the eastern property line.

Landscaping and Lighting

The demolition and construction activities related to the Proposed Project would necessitate the removal of some mature palm trees situated within the campus. The decision regarding tree removals would be based on the arborist report prepared for the Project (see Appendix C) and additional site investigations to determine the specific trees to be removed. Approximately 212 trees are anticipated to be removed to accommodate development of the Proposed Project. However, all other trees located on-site would be preserved and protected in place. Onsite landscaping and associated features would include a multi-purpose event lawn, as well as additional new trees and shrubs around new circulation elements and the proposed Sky Bridge (See Figure 4, Landscape Plan). These additions to the existing landscape would contribute to the overall aesthetics and functionality of the site. The Project's landscaping plan would comply with the City's Landscape Development Guidelines and CALGreen Model Water Efficient Landscape Ordinance ("WELO") requirements.

The Proposed Project includes a plant palette that serves both functional and aesthetic purposes. This plant palette is intended to create an open space, such as a multi-purpose event lawn, while also fulfilling the amenity requirements of color, texture, and shade. The plant selection considers California native species, locally adopted drought-resistant plants, and climate-appropriate species. Automatic irrigation systems would be installed to ensure efficient water usage and reduce water consumption.

To ensure the safety and security of Dharma Realm members and the public, the Proposed Project would incorporate several lighting elements. These include overhead pole lights, low-level lighting on bollards to illuminate landscape areas and sidewalks, and building-mounted lighting at entrances. Architectural lighting would also be used to highlight key architectural features. For enhanced energy efficiency, premium-efficiency LED light sources would be used for all light fixtures. In terms of design, area lighting would be shielded and directed downwards to minimize light pollution consistent with Section 17.22.080 of the Municipal Code. The lighting system would be equipped with automatic sensors to turn off lights during daylight hours, and motion-activated controls would be installed to dim the lighting at night when no activity is detected.



SOURCE: CDA+PDG 2021

FIGURE 4

Landscape Plan

Jeweled Palace Buddhist Temple at Dharma Realm

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Off-site Improvements

Off-site improvements include the widening of El Rancho Court along the western Project Site frontage with new paving, curb and sidewalk.

Construction

If the Project is approved, it is anticipated that demolition and construction would take approximately 30 months to complete. Construction activities would occur between 7:00 am and 6:00 pm.

Building Demolition and Site Clearing

Building demolition and site clearing would take approximately 20 workdays and would include the removal of a total of 8,900 +/- sf in 3 separate buildings (see Figure 5, Demolition Plan).

Utility Site Preparation

Site Preparation and Grading

Site preparation would take approximately 31 workdays to trench for new sewer and storm drainage lines followed by site grading.

Grading would take about 8 days including a total of 251,970 sf (5.78 acres). Cut and fill would total 18,504 cubic yards (CY) of cut and 4,065 CY of fill (14,436 CY to be exported offsite).

Building Construction

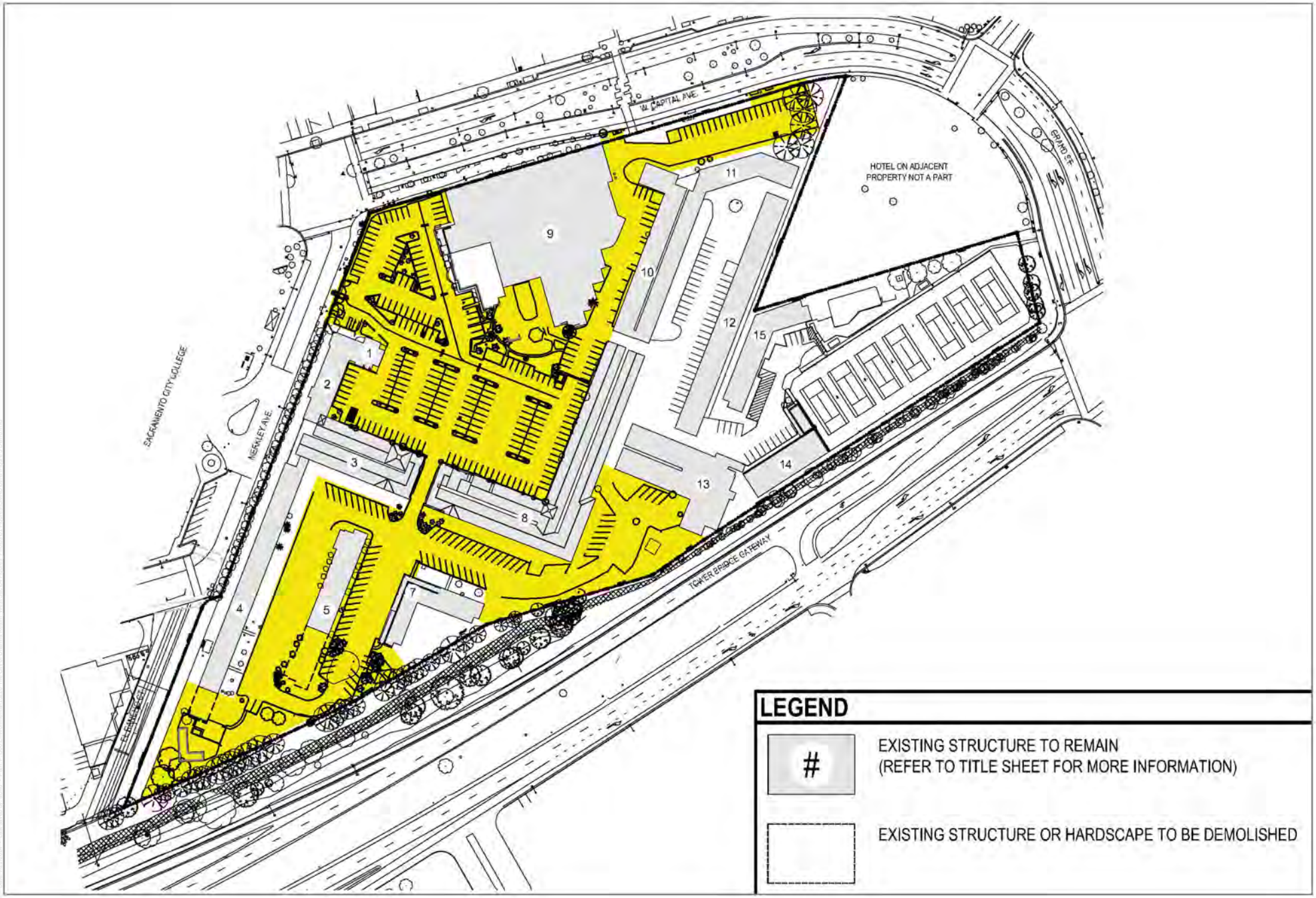
Once grading is completed building construction would take approximately 28 months.

Paving

Paving and architectural coatings would take 18 workdays each. The total acreage paved would be 183,950 sf (4.22 acres) including access roads, driveways and parking areas, and off-site improvements.

Where feasible and available, diesel construction equipment would be powered by Tier 3 or Tier 4 engines as designated by the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency. In addition, if available, diesel construction equipment would be powered with renewable diesel fuel compliant with California's Low Carbon Fuel Standards and certified as renewable by the CARB executive officer. During construction, on-site stationary sources are proposed such as emergency generators or solar energy facilities. All construction equipment would be stored and staged onsite.

Debris generated during construction and site clearing activities would be hauled to the Yolo County Central Landfill. Per Section 5.408 of the CALGreen Code, the Proposed Project would implement a Construction Waste Management Plan (CWMP) for recycling and/or salvaging to reuse at least 65% of nonhazardous construction/demolition debris.



SOURCE: CDA+PDG 2024

FIGURE 5

Demolition Plan

Jeweled Palace Buddhist Temple at Dharma Realm

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No street closures are anticipated during construction. The Proposed Project would be limited to the Project Site, and construction/staging activities would not impede local roadways. The Proposed Project could have up to 75 daily worker traffic trips at any time and possibly more during significant operations (e.g., concrete pours).

9. Surrounding land uses and setting:

Surrounding land uses include City offices, County library, community college, community center, church, commercial, and hotel uses to the north, east, and west; and riverfront mixed uses, including residential areas, to the south.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

The City of West Sacramento is the CEQA lead agency for the Proposed Project and has sole authority to consider and approve the Proposed Project and adopt the MND. Table 2-1 lists discretionary Project approvals and any agencies that may be required to issue permits or approve certain aspects of the Project. This MND is expected to be used to satisfy CEQA requirements of the listed responsible and/or trustee agencies.

Table 3-1. Permits and Approvals

Agency	Approval
City of West Sacramento	▪ Project approval/Adopt MND ▪ Conditional Use Permit (exceed 65-foot height limit) ▪ Design review approval to determine consistency with West Capitol Avenue Design Guidelines. ▪ Development Agreement (an application will be submitted)
Responsible and Trustee Agencies	
Yolo County Air Quality Management District	N/A

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

An Assembly Bill (AB) 52 notification letter was sent on October 16, 2023, to 6 tribes by certified mail. On October 24, 2023, United Auburn Indian Community (UAIC) requested consultation. Tribal consultation with UAIC concluded by mutual agreement on June 13, 2024. The Shingle Springs Band of Miwok Indians and Yocha Dehe Wintun Nation also requested consultation. The City conducted an initial consultation meeting with Shingle Springs on February 6, 2024, and Yocha Dehe on March 25, 2024. The City followed up with both Yocha Dehe and Shingle Springs multiple times with no response and thus tribal consultation ended unilaterally.

3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. **AESTHETICS** – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Would the project have a substantial adverse effect on a scenic vista?

Scenic vistas are defined as an expansive view of highly valued landscape features (e.g., mountain range, lake, or coastline) observable from a publicly accessible vantage point. The City's Draft General Plan EIR states that scenic vistas of particular concern include views from elevated vantages available from levee roadways and crowns that include views of the City of Sacramento skyline to the east and the Vaca Mountains to the west.

The Project Site and its immediate surrounding area is generally flat and does not provide views of the Sacramento skyline or the Vaca Mountains. Additionally, the roadways that bound the Project Site (West Capitol Avenue, Merkley Avenue, and Tower Bridge Gateway/SR 275) are not levee or crown roadways and do not provide direct views of any scenic areas or vistas. Although views of the Sacramento skyline are available from SR 275, such views only become visible to east-bound motorists after traveling past the Project Site. The views of the Sacramento skyline from SR 275 are visible after a curve in the roadway, near its intersection with 5th Street, approximately 0.3 miles east of the Project Site. As such, no scenic views identified by the City are available from the Project Site.

Project construction activities would occur over an approximate 30-month period and would involve site preparation, grading, demolition, building construction, and paving. Once operational, the Project Site

would not block any scenic vista identified by the City. Therefore, construction and operation of the Project would not impede or have a substantial adverse effect on a scenic vista. The Project would have **no impact**.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no scenic highways within the City. The nearest designated scenic highway, SR 160, is located approximately 7.6 miles south of the Project Site (Caltrans 2023). Distance between the Project Site and this state scenic highway suggests that intervening development completely obscures any long-range views. The Proposed Project would not damage any scenic resources within a state scenic highway and there would be **no impact**.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

In accordance with Section 21071 of the California Public Resources Code, "urbanized area" means either of the following:

(1) [An incorporated city that] Has a population of at least 100,000 persons.

(2) [An incorporated city that] Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.

As of January 1, 2024, the estimated population of the City was 54,278 persons (DOF 2024). The City is contiguous with the City of Sacramento, which as of July 1, 2024, has an estimated population of 520,407 (DOF 2024). Therefore, the City is considered to be an urbanized area for purposes of CEQA, and accordingly, impacts are assessed with regard to the potential to conflict with applicable zoning and other regulations governing scenic quality.

The City's Zoning Code includes design standards related to building height, setbacks, landscaping requirements, and other development considerations that are relevant to visual character. Specifically, Chapter 17.09 includes design and development standards for Commercial and Mixed Use Zones, including CBD zoning. Section 17.09.010 of the Zoning Code states that the CBD zoning allows for civic uses such as public libraries, restaurants, retail, service, professional offices, multi-family residential, and similar and compatible uses, including cultural institutions and community assembly and religious uses. Section 17.09.030 of the Zoning Code further provides development standards. As stated therein, properties zoned CBD are allowed a maximum building height of 65 feet.

The Proposed Project would involve the construction of a three-story Temple Building and associated structures. As proposed, the Temple Building would be approximately 90 feet in height. The Project is requesting a Conditional Use Permit because the proposed Temple Building would exceed the City's 65-foot height limit for properties zoned CBD. As a part of the City's development and design review process, City staff reviews project plans to ensure compliance with applicable provisions of the City's Zoning Code

and design guidelines, including those provisions relating to scenic quality. The Project would undergo review by City staff but ultimately the City's decisionmakers would have to approve the proposed Conditional Use Permit to allow the Temple Building to exceed the allowable building height within the CBD zone. The City does not have any other regulations that govern scenic quality. Therefore, impacts associated with scenic quality would be **less than significant**.

For informational purposes, the following discussion provides a description of how views surrounding the Project Site would change should the Project be approved and constructed.

Visual simulations were prepared for the Proposed Project from five key public observation points (KOPs) to help illustrate views of the Project Site from various public vantage points, as shown in Figure 6. The visual simulations are shown in Figures 7 through 13. As shown in Figure 7, the Project would primarily be visible looking southeast from the intersection of West Capitol Avenue and Casa Mobile Circle (KOP 1). At this location, a rear view of the proposed Temple Building would be clearly visible to motorists and pedestrians traveling along West Capitol Avenue and from properties located on the north side of West Capitol Avenue. Existing buildings on the campus would partially block views from West Capitol Avenue near the new entrance looking southwest (KOP 2), as shown in Figure 8. From Tower Bridge Gateway near the Grand Street intersection (KOP 3), the view looking east would not provide any view of new Project components due to intervening vegetation and existing buildings, as shown in Figure 9. Similarly, the Project would not be visible from Tower Bridge Gateway near the Ironworks Avenue intersection looking northwest (KOP 4) due to existing intervening landscaping and vegetation, as shown in Figure 9. From the El Rancho Court/Merkley Avenue intersection looking northeast (KOP 5), the tiered roof of the Temple Building would be partially visible above intervening trees and vegetation, as shown in Figure 10. The visual simulations indicate that the existing vegetation and landscaping located along Tower Bridge Gateway, in the eastern and northeastern corners of the Project Site, and on Merkley Avenue block many of the surrounding views of the Project Site.

The Project Site is surrounded by developed, civic uses and would be consistent with the multi-story buildings (hotels, City Hall, Community Center) immediately north, east, and west of the site. Additionally, the Project Site is located just north of the Bridge District Specific Plan area, which allows for high-density waterfront-orientated mixed-use development with a maximum building height of 250 feet. Therefore, the Project would not result in a significant change to visual character and would be visually consistent with the surrounding area.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Lighting is already present within the Project Site and surrounding area and consists of accessory outdoor building lighting and overhead light poles that line the surrounding roadways. To ensure the safety and security of Dharma Realm members and the public, the Proposed Project would incorporate several lighting elements. These include overhead pole lights, low-level bollard lighting to illuminate landscape areas and sidewalks, and building-mounted lighting. Architectural lighting would also be used to highlight key architectural features. Consistent with Section 17.22.080 of the City's Municipal Code, area lighting would be shielded and directed downwards to minimize light pollution. In addition, the lighting system would be equipped with automatic sensors to turn off lights during daylight hours, and motion-activated controls would be installed to dim the lighting at night when no activity is detected. Furthermore, all exterior lighting

sources installed on the Project Site would be compliant with California Energy Code allowances for lighting power and lighting control requirements and with Title 24, Part 6, the CALGreen requirements related to light pollution reduction. For example, Title 24, Part 6, Section 130 outlines mandatory requirements for lighting systems and equipment for nonresidential occupancies. These include but are not limited to wattage requirements, lighting controls, and light shielding/glare requirements in accordance with American National Standards Institute/Illuminating Engineering Society standards. Because lighting installed on the Project Site would be shielded, directed downward, and compliant with applicable standards for lighting control and light pollution reduction, the Project would not create a new source of substantial light that would adversely affect day or nighttime views in the area.

Glare occurs when light is reflected off of surfaces and causes a nuisance to surrounding sensitive receptors. Glare can result from sunlight or from artificial light reflecting off building exteriors, such as glass windows or other highly reflective surface materials. The Temple Building would be finished with cement plaster and the roof would be finished with glazed oriental roof tiles which would not create glare. The Temple Building also includes small glass windows on all levels but the windows would not be visible to motorists traveling along local roadways that could be impacted by sunlight reflecting off large glass windows. The Project otherwise does not propose any highly reflective surfaces that would produce glare impacts.

Overall, the Project would not create a new source of substantial light or glare and impacts would be **less than significant.**

Mitigation Measures

No mitigation measures are required.

SOURCE: Dudek 2024

FIGURE 6

KOP Locations

Jeweled Palace Buddhist Temple at Dharma Realm

DUDEK

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SOURCE: Dudek 2024

FIGURE 7

KOP 1

Jeweled Palace Buddhist Temple at Dharma Realm

DUDEK

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SOURCE: Dudek 2024

FIGURE 8

KOP 2

Jeweled Palace Buddhist Temple at Dharma Realm

DUDEK

INTENTIONALLY LEFT BLANK

SOURCE: Dudek 2024

FIGURE 9

KOP 3

Jeweled Palace Buddhist Temple at Dharma Realm

DUDEK

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SOURCE: Dudek 2024

FIGURE 10

KOP 4

Jeweled Palace Buddhist Temple at Dharma Realm

DUDEK

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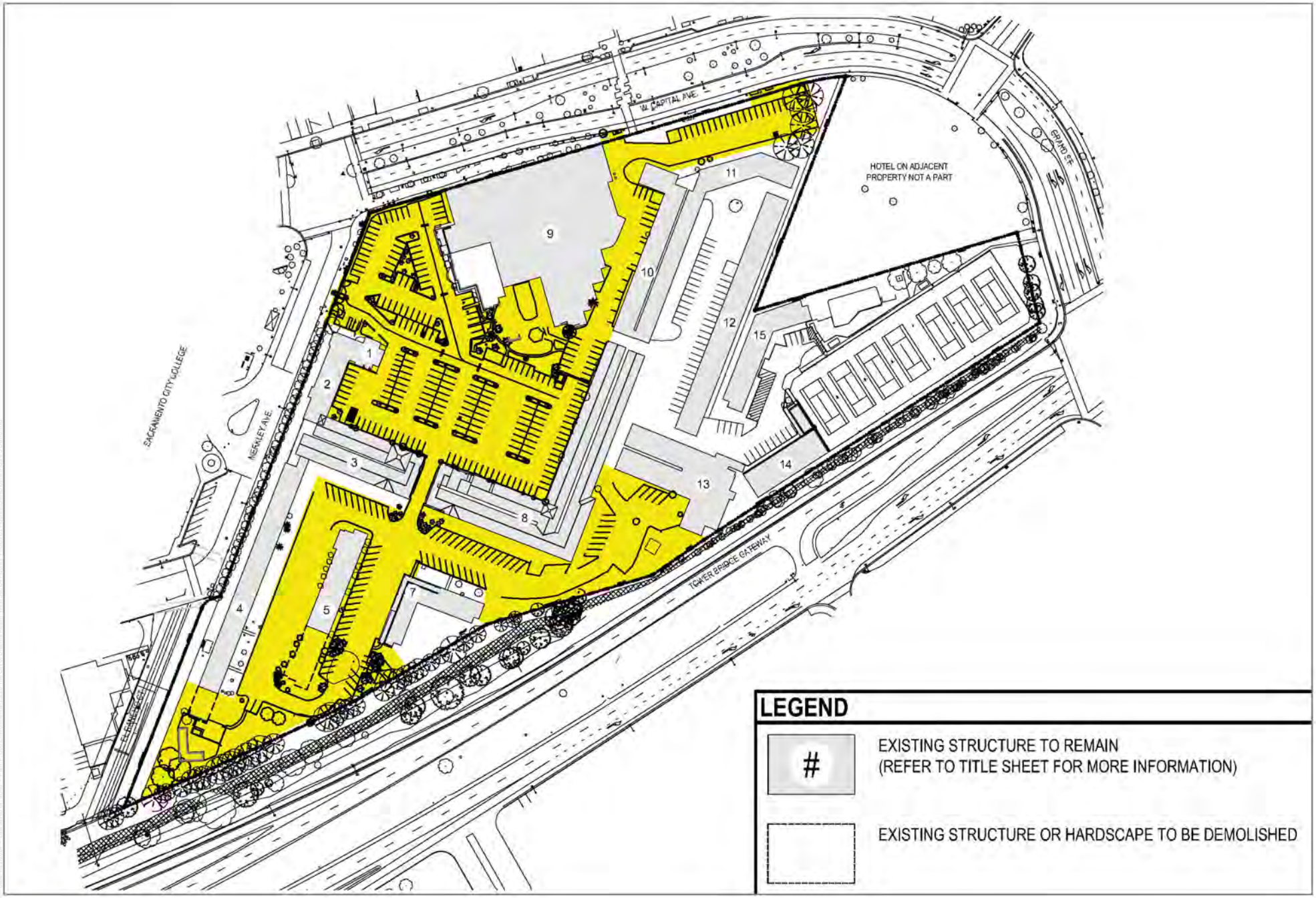

SOURCE: CDA+PDG 2024

FIGURE 5

Demolition Plan

Jeweled Palace Buddhist Temple at Dharma Realm

DUDEK

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) ***Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

The California Department of Conservation (DOC) has designated the site as "Urban and Built-Up Land" (DOC 2016). The site does not contain any land identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, there would be **no impact** related to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project Site is in a developed area of the City and is designated and zoned for development. The Project Site does not contain any agricultural land, is not zoned for agricultural use, and is not subject to a Williamson Act contract. No surrounding sites or properties are zoned or used for agricultural uses (City of West Sacramento 2016a). There would be **no impact** related to a conflict with existing zoning or a Williamson Act contract.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Approximately 212 trees are anticipated to be removed to accommodate development of the Proposed Project. However, these trees are not part of an agricultural or timber operation. No portion of the Project Site is considered forest land[1] as defined in California Public Resources Code Section 12220(g), timberland[2] (as defined by California Public Resources Code Section 4526) or timberland-zoned timberland production[3] (as defined by Section 51104(g) of the Government Code) nor are there any active or potential commercial timber operations present in the area. Therefore, the Project would not conflict with lands zoned for forest land, timberland, or timberland production and there would be **no impact**.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Refer to answer provided in 'c' above. The Project would not result in the loss of forest land or conversion of forest land to non-forest use; there would be **no impact**.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Refer to answers provided in 'a,' 'b,' and 'c' above. The Project would not involve changes in the existing environment that could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use; there would be **no impact.**

Mitigation Measures

No mitigation measures are required.

1 "Forest land" is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

2 "Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.

3 "Timberland production zone" or "TPZ" means an area, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The Yolo-Solano Air Quality Management District (YSAQMD) has adopted CEQA emission thresholds in its Handbook for Assessing and Mitigating Air Quality Impacts (2007) to assist lead agencies in determining the level of significance of project-related emissions. According to the YSAQMD handbook, project emissions that exceed the recommended threshold levels shown in Table 3.3-1 are considered potentially significant and should be mitigated where feasible. Also, according to the handbook, the potential air quality effects of local projects should be evaluated based on the project's consistency with the most recently adopted air quality attainment plan (AQAP) or State Implementation Plan (SIP). To evaluate a local project's consistency with the regional air quality plans, the lead agency should consider the local project's consistency with the AQAP and SIP population and vehicle use projections, the extent to which the plan implements AQAP and SIP transportation control measures, and whether the project provides buffer zones around sources of odors and toxics.

Table 3.3-1. YSAQMD Air Quality – Thresholds of Significance

Pollutant	Construction Thresholds		Operational Thresholds	
	Maximum Daily Emissions (lbs/day)	Annual Emissions (tons/year)	Maximum Daily Emissions (lbs/day)	Annual Emissions (tons/year)
ROG	None	10	None	10
NO_x	None	10	None	10
PM_{10}	80	None	80	None
$PM_{2.5}$[1]	82	None	82	None
Local CO	9.0 ppm (8-hour average, 20.0 ppm (1-hour average)			
Risks and Hazards	Increased cancer risk for the Maximallly Exposed Individual (MEI) of >10.0 in a million			

Table 3.3-1. YSAQMD Air Quality – Thresholds of Significance

Pollutant	Construction Thresholds		Operational Thresholds	
	Maximum Daily Emissions (lbs/day)	Annual Emissions (tons/year)	Maximum Daily Emissions (lbs/day)	Annual Emissions (tons/year)
	Increased noncancer risk of >1.0 Hazard Index (Chronic or Acute)			

Source: YSAQMD 2007.
Notes: lbs/day = pounds per day; tons/year = tons per year; ppm = parts per million; µg/m^3 = micrograms per cubic meter; ROG = reactive organic gases; NO_x = oxides of nitrogen; PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; CO = carbon monoxide
[1] YSAQMD has adopted annual thresholds for ROG and NO_x, as well as a daily threshold for PM_{10}. Because no significance thresholds exist for daily emissions of ROG and NO_x and annual emissions of PM_{10} and $PM_{2.5}$, 'NA' has been inserted under these pollutants. The Sacramento Metropolitan Air Quality Management District (SMAQMD) threshold for daily $PM_{2.5}$ emissions was also applied to this analysis.

An assessment of the Project's air and greenhouse gas (GHG) emissions was completed for the Proposed Project on May 24, 2024. A memorandum describing methodology and assumptions used, applicable regulations, as well as the model outputs are included in Appendix B. The assessment estimated criteria air pollutant GHG emissions from construction and operation of the Proposed Project using CalEEMod Version 2022. CalEEMod input parameters, including the Project land use type and size and construction schedule were based on information provided by the Project Applicant, or default model assumptions if specifics were unavailable.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

An area is designated as "in attainment" if it is in compliance with federal and/or state standards. These standards are set by the EPA or CARB for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or public welfare with a margin of safety. The Sacramento Valley Air Basin (SVAB) is designated non-attainment for the federal 8-hour ozone (O_3) and 24-hour particulate matter ($PM_{2.5}$) standards. The area is in attainment or unclassified for all other federal standards. The SVAB is designated non-attainment for state standards for 1-hour and 8-hour O_3, 24-hour PM_{10}, annual PM_{10}, and annual $PM_{2.5}$.

The YSAQMD federal and state air quality plans applicable to the Project include the 2017 Sacramento Regional 2008 8-Hour Ozone Attainment and Further Reasonable Progress Plan ("2017 Ozone Plan"), the 2019 Triennial Assessment and Plan Update, and the 2023 Sacramento Regional 2015 National Ambient Air Quality Standard (NAAQS) 8-Hour Ozone Attainment & Reasonable Further Progress Plan ("2023 Ozone Plan"). The emission inventory forecasts in the 2023 Ozone Plan consider various growth parameters including forecasts for population, housing, employment, energy demand, motor vehicle travel, and other industrial and commercial outputs along with emission benefits from the federal, state, and local control measures. These forecasts rely on projections of vehicle miles traveled, population, and employment made by the Sacramento Area Council of Governments (SACOG), which are based on land use projections made by local jurisdictions (e.g., through the General Plan update process). The SACOG Metropolitan Transportation Plan (MTP) provides vehicle data that are used to estimate mobile source emissions and demonstrate transportation conformity. The YSAQMD works with SACOG and local agencies to ensure that each air quality plan is developed with the most recent available data.

The 2019 Triennial Assessment and Plan Update has been prepared to comply with the California Clean Air Act (CCAA), which requires submission of a plan for attaining and maintaining California Ambient Air Quality Standards (CAAQS) and is updated every three years. The CCAA requires air districts to adopt all feasible control measures. The YSAQMD conducted an "all feasible measure" analysis for ozone control measures as part of the prior federal planning process for ozone. These measures are not specifically applicable to local jurisdictions such as the City; however, City activities and development within the city would be subject to regulatory measures adopted by the YSAQMD to reduce emissions.

Projects that are consistent with an adopted General Plan can be presumed to be consistent with the growth projections that inform the applicable Clean Air Plans. The Project Site is designated CBD in the City's 2035 General Plan (adopted November 2016) and it is zoned CBD. Section 17.09.010 of the City's Zoning Code states that the CBD zoning allows for civic uses such as public libraries, restaurants, retail, service, professional offices, multi-family residential, and similar and compatible uses, including cultural institutions and community assembly and religious uses. The Project Site is located just north of the Bridge District Specific Plan area, which allows for high-density waterfront-orientated mixed-use development.

The Project would be consistent with the current General Plan land use designation and zoning and does not require a general plan amendment or rezone. The Project would not conflict with air quality assumptions in any of the plans adopted for the purpose of reducing air quality emissions and the impact is **less than significant.**

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the YSAQMD develops and implements plans for future attainment of the NAAQS and CAAQS, as discussed above. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether the Project's individual emissions would have a cumulatively significant impact on air quality.

The YSAQMD has established the thresholds of significance shown in Table 3.3-1 for criteria air pollutants of concern for both construction and operation.

Construction

Construction of the Proposed Project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and reactive organic gas [ROG] off-gassing) and off-site sources (vendor and haul truck trips, and worker vehicle trips). Construction emissions can vary substantially day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions.

Criteria air pollutant emissions associated with construction activities were quantified using CalEEMod. Default values provided by the program were used where detailed Project information was not available. For the purposes of modeling, the Project was assumed to start construction in June 2025 and to be completed by February 2028. A detailed depiction of the construction schedule—including information regarding phasing, equipment used during each phase, haul trucks, vendor trucks, and worker vehicles—is included in Appendix B.

Predicted unmitigated daily and annual construction emissions for the Project are presented in Table 3.3-2 and are compared to the applicable YSAQMD threshold. "Summer" emissions are representative of the conditions that may occur during the O_3 season (May 1 to October 31), and "winter" emissions are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

Table 3.3-2. Estimated Daily and Annual Construction Emissions

Year	ROG	NO_x	PM_{10}	$PM_{2.5}$[1]
Summer Daily Emissions (Pounds per Day)				
2025	7.45	69.14	26.90	13.31
2026	1.29	10.65	1.04	0.52
2027	1.24	10.16	1.00	0.48
Pollutant Threshold	NA	NA	80	82
Threshold Exceeded?	**NA**	**NA**	**No**	**NA**
Winter Daily Emissions (Pounds per Day)				
2025	3.32	28.77	3.67	1.44
2026	1.27	10.75	1.04	0.52
2027	1.20	10.24	1.00	0.48
2028	37.75	9.74	0.96	0.44
Pollutant Threshold	NA	NA	80	82
Threshold Exceeded?	**NA**	**NA**	**No**	**NA**
Annual Emissions (Tons per Year)				
2025	0.32	2.84	0.68	0.31
2026	0.17	1.40	0.14	0.07
2027	0.16	1.33	0.13	0.06
2028	0.38	0.08	0.01	<0.01
Pollutant Threshold	10	10	NA	NA
Threshold Exceeded?	**No**	**No**	**NA**	**NA**

Source: Appendix A.
Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; NA = not applicable; <0.01 = value less than reported 0.01 metric tons per year.
[1] YSAQMD has adopted annual thresholds for ROG and NOx, as well as a daily threshold for PM10. Because no significance thresholds exist for daily emissions of ROG and NOx and annual emissions of PM10 and PM2.5, 'NA' has been inserted under these pollutants. The SMAQMD threshold for daily PM2.5 emissions was also applied to this analysis.

As shown in Table 3.3-2, construction emissions from the Project would not exceed any applicable YSAQMD threshold of significance and the impact would be **less than significant**.

Operations

Operation of the Proposed Project would generate ROG, nitrogen dioxide (NO_x), PM_{10}, and $PM_{2.5}$ emissions from mobile sources (vehicle trips), area sources (consumer products, landscape maintenance equipment), and energy sources. Air pollutant emissions associated with long-term operations were quantified using CalEEMod. Project-generated mobile source emissions were estimated in CalEEMod based on default trip rates for the specific land use. CalEEMod default values were used to estimate emissions from the Proposed Project area and energy sources.

Predicted unmitigated daily and annual operational emissions for the Project are presented in Table 3.3-3 and are compared to the applicable YSAQMD threshold. Project operations would include Type 2 Events and it was assumed they would occur once or twice per year on weekends with 1,000 to 2,000 visitors attending worship services at CDR. Shuttle buses would provide transportation to and from the proposed off-site parking lots to the project site. It is anticipated that these visitors would stay at local nearby visitor accommodations and not on-site. Type 2 Events would occur over 2 days for a total of 4 days per year.

The typical day and Type 1 Events are existing operations; however, the Temple Building would be a new area source, and new emissions would occur under those scenarios.

Table 3.3-3. Estimated Daily and Annual Operational Emissions

Year	ROG	NO_x	PM_{10}	$PM_{2.5}$[1]
Summer Daily Emissions (Pounds per Day)				
Typical Day and Type 1 Special Event				
Mobile	NA	NA	NA	NA
Area	3.02	0.04	0.01	0.01
Energy	0.06	1.11	0.08	0.08
Total	3.08	1.15	0.09	0.09
Type 2 Special Event				
Mobile	5.23	3.80	16.15	4.17
Area	3.02	0.04	0.01	0.01
Energy	0.06	1.11	0.08	0.08
Total	8.30	4.94	16.24	4.26
Pollutant Threshold	NA	NA	80	82
Threshold Exceeded?	***NA***	***NA***	***No***	***NA***
Winter Daily Emissions (Pounds per Day)				
Typical Day and Type 1 Special Event				
Mobile	NA	NA	NA	NA
Area	2.31	0.00	0.00	0.00
Energy	0.06	1.11	0.08	0.08
Total	2.37	1.11	0.08	0.08
Type 2 Special Event				
Mobile	4.85	4.64	16.15	4.17
Area	2.31	0.00	0.00	0.00
Energy	0.06	1.11	0.08	0.08
Total	7.21	5.74	16.23	4.26
Pollutant Threshold	NA	NA	80	82
Threshold Exceeded?	***NA***	***NA***	***No***	***NA***
Annual Emissions (Tons per Year)				
Mobile	0.01	0.01	0.03	0.01
Area	0.55	0.01	<0.01	<0.01
Energy	0.01	0.20	0.02	0.02

Table 3.3-3. Estimated Daily and Annual Operational Emissions

Year	ROG	NO_x	PM_{10}	$PM_{2.5}$[1]
Total	0.57	0.22	0.05	0.03
Pollutant Threshold	10	10	NA	NA
Threshold Exceeded?	***No***	***No***	***NA***	***NA***

Source: Appendix A.
Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; NA = not applicable; <0.01 = value less than reported 0.01 metric tons per year.
Annual Emissions were estimated by multiplying the maximum value of summer/winter emissions for each scenario by the number of events/typical days, i.e. 6 - Type 1 Special Events, 2 – Type 2 Special Events, and 357 Typical Days.
[1] YSAQMD has adopted annual thresholds for ROG and NO_x, as well as a daily threshold for PM_{10}. Because no significance thresholds exist for daily emissions of ROG and NO_x and annual emissions of PM_{10} and $PM_{2.5}$, 'NA' has been inserted under these pollutants. The SMAQMD threshold for daily $PM_{2.5}$ emissions was also applied to this analysis. It should be noted that Typical and Type 1 Events are part of the existing conditions so those emissions have been excluded.

As shown in Table 3.3-3, daily operational emissions of PM_{10} and annual emissions of ROG and NO_x would not exceed the YSAQMD applicable significance thresholds, thus, the Proposed Project would have a **less-than-significant impact** in relation to regional operational emissions.

Cumulative Impacts

The cumulative context of an air pollutant is dependent on the specific pollutant under consideration. Ozone precursors are a regional pollutant; therefore, the cumulative context would be existing and future development within the entire SVAB. This means that O_3 precursors generated in one location do not necessarily have O_3 impacts in that area. Instead, precursors from across the region can combine in the upper atmosphere and be transported by winds to various portions of the SVAB. Consequently, all O_3 precursors generated throughout the SVAB are part of the cumulative context.

The geographic scope of the area for the Project's cumulative analysis includes the City of West Sacramento and surrounding areas within the Sacramento Federal Nonattainment Area (SFNA) for O_3. The SFNA includes the counties of Sacramento, Yolo, Solano (partial), Sutter (partial), Placer (except Lake Tahoe Air Basin), and El Dorado (except Lake Tahoe Air Basin). The YSAQMD establishes emissions thresholds for regional emissions for projects within its jurisdiction.

According to the YSAQMD Handbook for Assessing and Mitigating Air Quality Impacts, projects that would individually exceed the YSAQMD thresholds (annual ROG and NO_x thresholds, or daily PM_{10} thresholds) would also be considered cumulatively considerable and significant. As discussed above, the Proposed Project's construction and operational emissions of ROG, NO_x, and PM_{10} would not be considerable and the Proposed Project's contribution to the cumulative impact would be **less than significant**.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Children, pregnant women, older adults, and people with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses where sensitive-receptor population groups are likely to be located at hospitals, medical clinics, schools, playgrounds, childcare centers, residences, and retirement homes (YSAQMD 2007). The nearest sensitive receptors to the Project are the nuns residing in the onsite dormitories, the nearest offsite sensitive receptors are

residences located approximately 550 feet south of the Project Site across SR 275. The following analysis is focused on localized impacts relative to CO, TACs, and overall health effects of criteria air pollutants.

Carbon Monoxide Hotspots

CO Hotspots refer to geographic areas where the concentration of CO is significantly higher than in surrounding areas. Hotspots are usually associated with roadways that are congested and have heavy traffic volume. The City of West Sacramento evaluated the potential for buildout of its 2035 General Plan to cause a CO CAAQS or NAAQS violation in its General Plan EIR (City of West Sacramento 2016b) using CO modeling for the existing condition (2014), 2020, and 2035. The EIR determined that future year CO concentrations would be lower than existing concentrations and no violations of the state or federal 1- or 8-hour CO standards would be anticipated in the planning area under cumulative year conditions. Consequently, the impact of traffic conditions on ambient CO levels in the area would be less than significant.

The Proposed Project is consistent with the City's General Plan and would not increase traffic above the cumulative levels evaluated in the General Plan EIR; accordingly, the Project's CO impact would be less than significant.

Toxic Air Contaminants

TACs are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. Health effects from carcinogenic air toxics are usually described in terms of cancer risk. YSAQMD recommends an incremental cancer risk threshold of 10 in 1 million. "Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period will contract cancer based on the use of standard California Office of Environmental Health Hazard Assessment risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. YSAQMD recommends a Hazard Index of 1 or more for acute (short-term) and chronic (long-term) non-carcinogenic effects.[4]

The greatest potential for TAC emissions from the Project would occur during construction and would include diesel particulate matter (DPM) emissions from heavy equipment operations and heavy-duty trucks, and the associated health impacts to sensitive receptors both onsite and offsite. Construction of the Project would occur over a period of approximately 30 months and following completion of construction activities, Project-related TAC emissions would cease. Accordingly, a construction health risk assessment (HRA) was performed for the Project to evaluate impacts both to offsite and onsite sensitive receptors (residences). The HRA was based on the guidance provided by the Office of Environmental Health Hazard Assessment (OEHHA) in its most recent guidance document Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2015) and YSAQMD guidance (YSAQMD 2007). For the offsite residents, exposure was assumed to begin in the third trimester. For the onsite residents, because they are adults, the exposure was assumed to begin at age 18. Complete details of the modeling parameters are included in Appendix A.

[4] Non-cancer adverse health risks are measured against a hazard index, which is defined as the ratio of the predicted incremental exposure concentrations of the various non-carcinogens from the Proposed Project to published reference exposure levels that can cause adverse health effects.

Table 3.3-4 summarizes the results of the HRA for Proposed Project construction, and detailed results are provided in Appendix A.

Table 3.3-4. Construction Activity Health Risk Assessment Results Prior to Mitigation

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Offsite				
Cancer Risk	Per Million	17.84	10.0	**Potentially Significant**
HIC	Not Applicable	0.009	1.0	Less than Significant
Onsite				
Cancer Risk	Per Million	2.79	10	Less than Significant
HIC	Not Applicable	0.05	1.0	Less than Significant

Notes: HIC = Chronic Hazard Index.
Source: Appendix A.

The results of the HRA demonstrate that the TAC exposure from construction diesel exhaust emissions would result in a Chronic Hazard Index of less than 1 at both the closest exposed offsite and onsite residential receptors. The cancer risk would be above the 10 in 1 million threshold for offsite residential receptors, but less than 10 for the onsite receptors. Therefore, TAC emissions from construction of the Project would result in a **potentially significant impact** and mitigation is required.

Table 3.3-5 summarizes the results of the HRA after implementation of MM-AQ-1. As shown, after mitigation, TAC exposure from construction diesel exhaust emissions would result in cancer risk below the 10 in 1 million threshold and Chronic Hazard Index would still be less than 1 threshold after implementation of mitigation at the closest exposed offsite and onsite residential receptors. The Project would result in a **less -than-significant impact with mitigation** related to exposure to TAC emissions during construction.

Table 3.3-5. Construction Activity Health Risk Assessment Results After Mitigation

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Offsite				
Cancer Risk	Per Million	4.25	10	Less than Significant
HIC	Not Applicable	0.002	1.0	Less than Significant
Onsite				
Cancer Risk	Per Million	0.66	10	Less than Significant
HIC	Not Applicable	0.01	1.0	Less than Significant

Source: Appendix A.
Notes: HIC = Chronic Hazard Index.

Health Effects of Criteria Air Pollutants

The YSAQMD thresholds of significance for air quality are based on the SVAB complying with the NAAQS and CAAQS which are protective of public health; therefore, no adverse effects to human health would

result from the Project. The following provides a general discussion of criteria air pollutants and their health effects.

Regarding volatile organic compounds (VOCs), some VOCs would be associated with motor vehicles and construction equipment, while others are associated with architectural coatings and asphalt off-gassing, which would not exceed the YSAQMD's thresholds. Generally, the VOCs in architectural coatings and asphalt are of relatively low toxicity. Additionally, YSAQMD's Rule 2.14 Architectural Coatings restricts the VOC content of coatings for both construction and operational applications.

In addition, VOCs and NO_x are precursors to O_3, for which the SVAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O_3 are generally associated with reduced lung function. The contribution of VOCs and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SVAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O_3 NAAQS and CAAQS tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of O_3 precursors is speculative due to the lack of reliable and meaningful methods to assess this impact. Nonetheless, the VOC and NO_x emissions associated with Project construction and operations could minimally contribute to regional O_3 concentrations and the associated health impacts. Due to the minimal contribution during construction and operation, health impacts would be considered less than significant.

Similar to O_3, construction of the Project would not exceed thresholds for PM_{10} or $PM_{2.5}$ and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter. Due to the minimal contribution of particulate matter during construction and operation, health impacts would be considered less than significant.

Regarding NO_2, which is a constituent of NO_x, construction and operation of the Project would not contribute to exceedances of the NAAQS and CAAQS for NO_2 since NO_x emissions would be less than the applicable YSAQMD threshold. NO_2 health impacts are associated with respiratory irritation. Construction and operation of the Project would not require any stationary emission sources that would create substantial, localized NO_2 impacts. Therefore, based on the preceding considerations, health impacts from Project-related criteria air pollutant emissions would be considered **less than significant**.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Odors would be generated from vehicles and/or equipment exhaust emissions during Project construction. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors are temporary and for the types of construction activities anticipated, would generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be considered **less than significant**.

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, there are no quantitative or formulaic methodologies to

determine if potential odors would have a significant impact. Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (YSAQMD 2007). The Project does not propose and would not engage in any of these activities or other potential activities that would generate operational odors. The Project consists of a Temple Building and associated infrastructure, which is not expected to produce any nuisance odors; therefore, there would be **no impacts** related to odors due to Project operation.

Mitigation Measures

Compliance with MM-AQ-1 requires the use of CARB-certified Tier 4 engines for construction equipment to minimize emissions of DPM. This would reduce the impact to less than significant.

MM-AQ-1 Require Use of Tier 4 Off-Road Equipment During Construction. Prior to the commencement of construction activities for the Project, the Project Applicant shall require its construction contractor to demonstrate that all 75-horsepower or greater diesel-powered equipment is powered with California Air Resources Board (CARB)-certified Tier 4 Interim engines.

An exemption from this requirement may be granted if (1) the Project Applicant documents equipment with Tier 4 Interim engines are not reasonably available, and (2) the required corresponding reductions in criteria air pollutant emissions can be achieved for the Project from other combinations of construction equipment (for example, another piece of equipment can be replaced with a zero-emission equipment to offset the emissions associated with using a piece of equipment that does not meet Tier 4 Interim standards). Before an exemption may be granted, the Applicant's construction contractor shall: (1) demonstrate that at least two construction fleet owners/operators in the City of West Sacramento or Yolo County were contacted and that those owners/operators confirmed Tier 4 Interim equipment could not be located within the City of West Sacramento or Yolo County during the desired construction schedule; and (2) the proposed replacement equipment has been evaluated using California Emissions Estimator Model (CalEEMod) or other industry standard emission estimation method and documentation provided to the City to confirm that necessary project-generated emissions reductions are achieved.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

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

To identify biological resources that may be encountered at the Project Site, Dudek performed queries of the California Department of Fish and Wildlife's (CDFW) Natural Diversity Database (CNDDB), the U.S. Fish and Wildlife Service's (USFWS) list of federal endangered and threatened species, and the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants. The database searches revealed a number candidate, sensitive, or special-status species known to occur in the general area; however, because the Project Site is fully developed, mostly hardscaped, and does not contain any riparian habitat or other sensitive natural communities, the only species that could potentially be impacted by the Project are species of migratory birds that forage in urban areas and nest in landscape trees.

Additionally, an Arborist Report was prepared by Dudek for the Project which includes an inventory of the trees present on the Project Site and along adjacent public roadways and includes detailed tree attribute information and a tree location exhibit for the Project Site (Appendix C). This report also includes an evaluation of anticipated tree impacts based on the proposed site development plan.

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

There are a number of wildlife species listed under the federal and/or California endangered species acts known to occur in the general area of the city and its outskirts, including Giant Garter Snake (*Thamnophis gigas*), California Tiger Salamander (*Ambystoma californiense*), and Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*) (USFWS 2024). However, these species are not anticipated to be impacted by the Project because there is no suitable habitat on the Project Site to support these species. The Project Site is fully developed and does not contain any riparian habitat or other sensitive natural communities.

However, several species of migratory birds that are native to California forage in urban and suburban areas and could nest in landscape trees. The Migratory Bird Act (MBTA) protects over 800 species of birds and prohibits the take of any migratory bird or any part, nest, or eggs of any such bird. Under the MBTA, "take" is defined as pursuing, hunting, shooting, capturing, collecting, or killing, or attempting to do so (16 USC 703 et seq.). Based on the above, the potential for affecting birds protected by the MBTA exists. The Project would remove up to 212 trees during construction of the Project including 3 Heritage Trees and 2 protected Street Trees. The Project has the potential to affect nesting migratory birds either through direct injury or mortality during tree removal, or by disrupting normal behaviors, including nesting. The impact to nesting birds would be less than significant if construction activities occur during the non-breeding season (i.e., from September 1 through January 31). Construction activities conducted during the breeding season would be potentially significant. MM-BIO-1 would require preconstruction nesting surveys which would reduce potential disturbance of active nest sites to a level that is **less-than-significant with mitigation**.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

As discussed in item 'a' above, the Project Site is entirely developed and does not include any riparian habitat or other sensitive natural communities. There would be **no impact**.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The Proposed Project would not have a substantial adverse effect on any federally protected wetlands. The Project Site is developed with existing buildings, roadways, parking areas, and landscaping and does not contain any waters or wetlands. As such, **no impact** would occur.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife corridors are essential features that establish connections between two or more areas of habitat, which would otherwise be isolated and unusable. These corridors often include drainages, creeks, or

riparian areas, which are frequently used by wildlife for movement as they provide cover and access across a landscape. As discussed in item 'a,' the Project Site is developed and located in an area surrounded by urban uses. Therefore, the potential of the site to be used as wildlife corridor is non-existent and the impact is **less than significant**.

As previously discussed, the Project has the potential to affect migratory bird nests which can be considered native wildlife nursery sites. MM-BIO-1 would require preconstruction nesting surveys be completed to reduce potential disturbance of any active nest sites during the nesting season.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City's Municipal Code regulates impacts to Heritage Trees, Landmark Trees, and City Street Trees (Municipal Code Chapter 8.24). The Municipal Code (Section 8.24.090) also requires that a Tree Plan accompany an application for a development project. A Tree Plan is required to include mapped tree locations, identification of tree impacts, and identification of tree protection measures for retained trees.

The City's Municipal Code provides the following definitions for trees:

- Heritage Tree: any living tree with a trunk circumference of 75 inches or more or a native oak with a trunk circumference of 50 inches or more, both measured 4 feet, 6 inches from ground level. A native oak tree is defined as a living tree of any species of the *Quercus* genus (all oaks, including the nine native California oaks).
- Landmark Tree: any tree or stand of trees that is especially prominent or stately or that is of historical significance as designated by the City Council.
- Street Tree: any tree growing or placed within the tree maintenance strip or public right-of-way. All City Street Trees are protected trees regardless of size, species, or other attribute.
- Tree: any wooden perennial plant having one or several structural bearing trunk stems commonly achieving nine feet or more in height.

There are 538 trees identified within the Project Site that meet the City's definition of a "tree." Of these, 26 trees meet the City's criteria for a Heritage Tree and 20 trees meet the City's criteria for a Street Tree. There are no identified Landmark Trees on the Project Site. There are 48 tree species present on the Project Site, with Mexican fan palm (*Washingtonia robusta*) comprising the largest percentage (46.7%).

Tree removal is expected to be required when the tree trunk is located inside or within 5 feet of the proposed limit of grading. Tree removal is also expected to be required when fill soil is added to a level above the root flare (the area near ground level where the trunk flares out horizontally). The Proposed Project may require the removal of up to 212 trees which would include: 3 Heritage Trees, 2 City Street Trees, and 207 other trees (non-Heritage or non-Street Trees). The Heritage Trees and City Street Trees to be removed consist of the following:

- Heritage Trees
  - Fig (*Ficus carica*): 24-inch total trunk diameter, 15-foot height, good health, fair structure.

- Magnolia (*Magnolia grandiflora*): 36-inch total trunk diameter, 30-foot height, good health, fair structure.
- Aleppo pine (*Pinus halepensis*): 43-inch total trunk diameter, 45-foot height, fair health, poor structure.

- City Street Trees
  - London plane (*Platanus acerifolia*): 7-inch total trunk diameter, 20-foot height, good health, good structure.
  - London plane (*Platanus acerifolia*): 6-inch total trunk diameter, 20-foot height, good health, good structure.

Prior to the start of any grading or construction work within 1 foot of the dripline area of the Heritage Trees or the removal of a Heritage Tree on the Project Site, the applicant would need to obtain a tree permit from the City. The City's Municipal Code Section 8.24.084 requires that for every Heritage Tree removed, replacement trees be planted for mitigation, except for those trees that are removed because they pose a risk to property or life. Alternatively, an in-lieu fee may be paid to the City.

Trees that do not meet the City's criteria for a Heritage Tree are not required to be replaced. Replacement trees for removed Heritage Trees shall be planted at a rate of 1 diameter inch of replacement tree for every 1 diameter inch of removed tree. Replacement trees may be a combination of 15-gallon size trees, which are the equivalent of a 1-inch diameter tree or 24-inch inch box trees which are the equivalent of a 3-inch diameter tree.

Removal of a Street Tree requires that a permit be issued prior to removal. The permit condition requires tree(s) of a size and species pursuant to the City's Landscape Development Guidelines to be planted in the location specified by the tree administrator in the tree permit. The minimum replacement tree size is 15-gallon.

Encroachment is expected where soil and roots are disturbed within the tree canopy cover. Encroachment includes direct injury to tree roots and damage to the soil within the tree rooting volume. Encroachment impacts expected from Project activities include changes in grade, such as raising or lowering the soil level; addition of fill soil to the drainage ditch; soil compaction; and root damage or root loss due to soil excavation. Trees not subject to removal but proximate to development activity where soil/root disturbance may occur would be subject to encroachment impacts. In total, 39 tree encroachments could occur, 7 would be to Heritage Trees. MM-BIO-2 provides protection measures for encroachment impacts. The Project would result in a **less-than-significant impact with mitigation** related to encroachment within tree roots.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The Project Site is located within the Yolo Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). The Project Site does not provide any suitable habitat for species covered by the HCP/NCCP and would not result in any conflict with the plan. There would be **no impact**.

Mitigation Measures

Compliance with MM-BIO-1 requires preconstruction surveys be conducted during the nesting period to identify the presence of any active nests in order to avoid impact nesting birds. If active nests are found, a suitable buffer distance will be determined and appropriate barriers maintained until the nests are no longer active, which would reduce impacts to a less-than-significant level.

MM-BIO-1: Nesting Bird Avoidance. If site clearing, grading, tree removal, or other construction activities begin during the nesting season (February 1 to August 31), a qualified biologist (as approved by California Department of Fish and Wildlife [CDFW] and the City) shall conduct a preconstruction survey for active nests in suitable nesting habitat within 100 feet of disturbance. The survey shall be conducted by a qualified biologist no more than seven days prior to the onset of activities. If no active nests are identified during the preconstruction survey, no further mitigation is necessary.

If any active nests are observed during the surveys, a qualified biologist shall establish a suitable avoidance buffer from the active nest, as approved by CDFW. The buffer distance, to be determined by the qualified biologist, shall typically range from 50 to 300 feet, and shall be determined based on factors such as the species of bird, topographic features, intensity and extent of the disturbance, timing relative to the nesting cycle, and anticipated ground disturbance schedule. Limits of construction to avoid active nests shall be established in the field with flagging, fencing, or other appropriate barriers and shall be maintained until the chicks have fledged and the nests are no longer active, as determined by the qualified biologist.

If at any time during the nesting season construction stops for a period of 7 days or longer, preconstruction surveys shall be conducted prior to construction resuming.

MM-BIO-2 provides protection measures to reduce encroachment impacts of retained trees to a less-than-significant level.

MM-BIO-2: Encroachment Impacts. All trees proximate to development-related activities where disturbance could impact tree canopies or the soil within a tree's dripline area (defined by the City as "the area measured from the trunk of the tree outward to a point at the perimeter of the outermost branch structure of the tree") shall be protected from development-related impacts.

Tree protection fencing shall be installed at the edge of the tree's dripline (the edge of the tree canopy) or as far from the trunk as possible while allowing room for approved construction. In areas with continuous tree cover, protective fencing shall be installed as a long continuous strip around the dripline of the entire area. Isolated trees or clusters of trees shall be surrounded by fencing. Tree protection fencing shall be composed of 4- to 6-foot-tall plastic safety barrier fencing. The fencing shall be supported by steel posts driven into the ground. The fencing shall be installed prior to the start of any grading or construction work near the dripline area. Gates or removable sections can be installed in the fencing to allow access during construction for tree work. All protective fencing shall be maintained until construction is complete.

- Signs shall be posted at regular intervals along the outside of the tree protection fencing that states trees behind the fencing are to be preserved and that the following actions are prohibited within the fenced area:
  - Dumping trash or construction debris
  - Cleaning construction equipment or vehicles
  - Storing construction materials
  - Parking vehicles or equipment
- Preserved trees shall be watered during construction if it has been more than 30 days since the last measurable precipitation. Preserved trees may be watered by any practical method available including hand watering with a hose, spraying water from a tanker truck, or establishing a temporary irrigation system. To retain supplemental water, it is recommended that a 6-inch-tall berm can be constructed around the preserved trees or clusters of preserved trees. This berm can be constructed out of dirt, or the mulch already present beneath the tree. The berm shall be constructed at approximately 10 feet from the trunk of the tree. Supplemental watering shall occur frequently enough to prevent the preserved trees from becoming moisture stressed. Once every 2 weeks is the recommended frequency.
- A 2- to 4-inch layer of mulch shall be installed within the dripline of the Heritage Trees recommended for preservation from the edge of the dripline to 3 feet from the trunk. Mulch shall be installed directly against the tree trunk. Ideally mulch shall come from the chipped or shredded trees that were removed from the Project Site.
- Tree trimming for equipment and/or vehicle clearance may be necessary for several of the larger trees to prevent tree injury from construction equipment. Tree pruning shall be performed by a International Society of Arboriculture (ISA) Certified Arborist. All tree trimming shall be performed according to arboriculture industry standards and in accordance with American National Standards Institute (ANSI) A300 standards. No more than 25% of the live crown of any preserved trees shall be removed. Preserved trees with large (more than 2 inches in diameter) dead or broken branches shall be trimmed to remove these branches.
- If tree roots near preserved trees are discovered during site excavation or grading, roots that are less than 2 inches in diameter shall be cleanly cut off at the edge of the excavation or grading with a sharp hand saw, pruners, or a reciprocating saw (e.g., Sawzall). Tree roots that are greater than 2 inches in diameter shall be evaluated by an ISA Certified Arborist prior to cutting. Tree roots shall not be ripped, broken, or shredded. Heavy equipment shall not be used to remove tree roots. Tree roots within the protective fencing shall not be cut.
- An ISA Certified Arborist shall visit the Project Site periodically during construction to assess the status of the preserved trees and check on the tree protection measures that were implemented. Ideally an arborist would be present at the following construction-related events: installation of tree fencing, during excavation and grading, during trenching for utility lines and pipes, and during the installation of parking lots and driveways.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

An Archeological Resources Letter Report ("Cultural Report") and Built Environmental Inventory and Evaluation Report ("Built Environment Report") was completed by Dudek archaeologists for the Project in June 2023, with the intent of identifying any potential impacts to precontact or historic-era resources. Copies of these reports are included in Appendix D. These reports included a records search at the Northwest Information Center (NWIC) for the Project Site including a 1/2-mile radius. A Dudek archaeologist conducted a field survey of the Project Site on June 22, 2023, using standard archaeological procedures and techniques that meet the Secretary of Interior's Standards and Guidelines for cultural resources inventory. No precontact or historic-era resources were identified within the Project Site as part of the records search and the field survey. Based on the findings, the likelihood of encountering significant unanticipated precontact or historic-era cultural resources during Project-related earth-disturbing activities is low.

The Project Site is located at the former Motel El Rancho, which was first opened in July 1940. The property is developed with a total of 14 structures, all of which were evaluated in the Build Environment Report (Appendix D). Five structures at the Project Site were part of the original development of the Motel El Rancho, three structures were added to the site in the 1950s, and six were added as part of the redevelopment of the site in 1978. As stated in the Built Environment Report, the archival research, field surveying, and a property significance evaluation, revealed that the Motel El Rancho complex is not eligible for the listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) due to a lack of significant historical associations. Therefore, none of the buildings located on the Project Site are considered historical resources for the purposes of CEQA.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

The NWIC records search indicated that 31 prior cultural resource studies have been completed within 0.5 miles of the Project Site, 2 of which included portions of the Project Site. The records search revealed that 1 built environment resource (P-57-000608) had been previously recorded within the Project Site, and 25 additional resources had been previously identified within the 0.5-mile record search radius.

The previously recorded cultural resource located at the Project Site is the Capitol Travel Inn (P-57-000608), located at 817 West Capitol Avenue. This resource was recommended ineligible for listing on the NRHP and CRHR. An analysis of the buildings on the project site was conducted to determine if any were eligible for listing on the NRHP or CRHR and would meet the definition of a historic resource under CEQA (Appendix D). The analysis concluded that none of the buildings were eligible for listing and are not considered historical resources. As such, Project implementation would not result in any changes in the significance of a historical resource and impacts would be **less than significant**.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The results of the NWIC records search and the intensive pedestrian survey did not yield any information regarding known archaeological sites at the Project Site or within 0.5 miles of the Project Site, as documented in the Cultural Report prepared for the Project (Appendix D). Though no known resources have been identified within the Project Site and surrounding area, the possibility remains that archaeological resources could be encountered during construction-related ground-disturbing activities. Implementation of MM-CUL-1 would require all construction work to halt in the event that archeological resources (sites, features, or artifacts) are exposed. A qualified archaeologist would then evaluate and determine the significance of the discovery determining whether construction could continue or if an archeological treatment plan or other measures should be taken. Therefore, the project would result in a **less-than-significant impact with mitigation**.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Based on documentary research, no evidence suggests that any precontact or historic-era marked or un-marked human interments are present within or in the immediate vicinity of the Project Site. However, the location of grave sites and Native American remains can occur outside of identified cemeteries or burial sites. Therefore, there is a possibility that unmarked, previously unknown Native American or other graves could be present within the Project Site and could be uncovered by Project construction activities. Section 7050.5(b) of the California Health and Safety code specifies protocol to follow in the event human remains are discovered. In addition, CEQA Guidelines Section 15064.5(e), specifies steps that should be taken whenever human remains are uncovered, beginning with the cessation of excavation activities in areas suspected of overlying remains, and contacting the county coroner to determine if the cause of death needs to be investigated. If the county coroner determines that the remains are those of Native Americans, the coroner is responsible for contacting Native American Heritage Commission (NAHC) within 24 hours. The NAHC is responsible for identifying the most likely descendent of the deceased Native American, who may then make recommendations to the landowner or individual responsible for excavation regarding the means of treating or disposing of the remains. The Guidelines also make provision for appropriate burial of the remains if the NAHC cannot identify a most likely descendent, if the identified individual fails to make recommendations, or if the recommendations are not acceptable to the landowner.

The proposed project would comply with Section 7050.5 of the California Health and Safety Code as well as CEQA Guidelines Section 15064.5**.** Because Native American remains could be unearthed, as discussed under Section 3.18, Tribal Cultural Resources, Mitigation Measure MM-TCR-2 is proposed to ensure that the proper procedure is followed in the event Native American remains are discovered during ground-disturbing activities. Compliance with MM-TCR-2 would ensure that impacts involving Native American human remains are **less-than-significant with mitigation**.

Mitigation Measures

Compliance with MM-CUL-1 would ensure the proper procedures are followed in the event any archaeological resources are uncovered during any site disturbing activities. Impacts would be reduced to less than significant with the following measure.

CUL-1: Protection of Known and Unknown Archaeological Resources. The following shall be implemented by the construction contractor during any ground-disturbing activities associated with Project construction:

- In the event that unknown cultural deposits (e.g., sites, features, or artifacts) are encountered during Project construction, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist (36 Code of Federal Regulations [CFR] 61) and appropriate Native American tribal representative shall be notified immediately and retained to assess the significance of the find. Construction activities could continue in other areas of the Project Site.
- If the find is determined to be significant by the qualified archaeologist or Native American tribe (i.e., because it is determined to constitute either a historical resource or a unique archaeological resource), the archaeologist shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.
- If the qualified archaeologist determines the archaeological material to be Native American in nature, the Project proponent shall contact the culturally affiliated Native American tribe for their input on the preferred treatment of the find.

Compliance with MM-TCR-2 would ensure the proper procedures are followed in the event Native American human remains are discovered during ground disturbance. Refer to Section 3.18, Tribal Cultural Resources.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

According to the U.S. Energy Information Administration, California used approximately 628 million barrels (26 billion gallons) of petroleum in 2022 (EIA 2022). However, technological advances, market trends, consumer behavior, and government policies could result in significant changes in fuel consumption by type and in total. At the federal and state levels, various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and GHG emissions, and reduce vehicle miles traveled.

Pacific Gas and Electric Company (PG&E) provides electricity and natural gas service to the City. PG&E, a subsidiary of PG&E Corporation, provides natural gas and electric service to approximately 16 million across a 70,000 square-mile service area (PG&E 2024). According to the California Energy Commission (CEC), approximately 104,694 gigawatt hours (GWh) of electricity were used in PG&E's service area in 2022 (CEC 2024a). Approximately 4,449 million therms of natural gas were used in PG&E's service area per year (CEC 2024b).

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction

Electricity. Temporary electric power for as-necessary lighting and electronic equipment would be provided by PG&E. The amount of electricity used during construction would be minimal because typical demand would only be generated by electric-powered hand tools.

Natural Gas. Natural gas is not anticipated to be required during Project construction. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below.

Petroleum. The primary energy consumed during construction would be associated with petroleum usage. Potential impacts were assessed for off-road equipment and on-road vehicle trips during construction, as provided by the CalEEMod outputs (see Appendix B). Heavy-duty equipment associated with construction would rely on diesel fuel, as would vendor trucks involved in delivery of materials to the Project Site, and haul trucks carrying debris from demolition activities. Construction workers would travel to and from the Project Site throughout the duration of construction. It is assumed in this analysis that construction workers would travel in gasoline-powered light-duty vehicles. Fuel consumption from construction equipment and vehicle trips was estimated by converting the total carbon dioxide (CO_2) emissions anticipated to be generated by the construction to gallons using conversion factors for CO_2 to gallons of gasoline or diesel. The conversion factor for gasoline is 8.78 kilograms per metric ton (MT) CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per MT CO_2 per gallon (TCR 2023). Appendix B lists the assumed equipment usage and vehicle trips for construction.

The estimated diesel fuel usage from construction equipment, vendor trucks, and hauling, as well as estimated gasoline fuel usage from worker vehicles are shown in Table 3.6-1.

Table 3.6-1. Construction Petroleum Demand

Project Year	Off-road Equipment (Diesel)	Vendor Trucks (Diesel)	Haul Trucks (Diesel)	Worker Vehicles (Gasoline)
	Gallons			
2025	50,730	2,687	6,077	5,207
2026	27,753	6,309	0	6,826
2027	27,795	6,155	0	6,695
2028	1,355	300	0	326
Total	107,632	15,451	6,077	19,055

Notes: See Appendix B for details.

As shown in Table 3.6-1, the Project is estimated to consume approximately 148,216 gallons of petroleum during the total demolition and construction activity.

Equipment employed in construction of the Proposed Project would not result in inefficient, wasteful, or unnecessary consumption of fuel. Notably, the Project would be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; restricts the adding of older vehicles into fleets; and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Overall, because the Project would not be unusual as compared to other local and regional demand for construction energy resources and would not involve characteristics that require equipment that would be less energy-efficient than at comparable construction sites in the region or state, the petroleum consumption associated with the Project would not be considered inefficient or wasteful.

For these reasons and those noted above, construction of the Project would not result in the wasteful or inefficient use of fuel, and the Project would result in a **less-than-significant impact** during Project construction regarding the potential for wasteful, inefficient, or unnecessary consumption of energy resources.

Operations

Electricity Usage

The operational phase would require electricity for multiple purposes, including building heating and cooling, lighting, and electronics. CalEEMod was used to estimate Project emissions from electricity uses (see Appendix B). Default electricity generation rates in CalEEMod were used based on the proposed land use "Place of Worship" and climate zone.

The Project is anticipated to consume approximately 1,087 gigawatt hours (GWh) of electricity per year. The most recent energy data from the CEC shows that in 2022, Yolo County consumed 1.8 million GWh of

electricity. The Project would represent a 0.06% increase in the total demand for electricity. The Project would not represent a significant demand on electricity supplies that would require additional capacity.

The Project would reflect contemporary energy efficient/energy conserving designs. The Temple Building would not be inherently energy intensive, and the Project's electricity demands in total would be comparable to other projects of similar scale and configuration. Additionally, the Project would be required to comply with the applicable Title 24 standards in effect which would further ensure that the Project's energy demands would not be inefficient, wasteful, or otherwise unnecessary and impacts would be **less than significant.**

Natural Gas Usage

Natural gas consumption during operation would be required for various purposes, including, but not limited to, building heating and cooling. Default natural gas generation rates in CalEEMod for the proposed land use and climate zone were used. The Project is estimated to have a total natural gas demand of 41,216 therms per year. The most recent energy data from the CEC shows that in 2022, Yolo County consumed 62.35 million therms of natural gas. The Project would represent a 0.07% increase in the total demand for natural gas.

The Temple Building is not inherently energy intensive, and the Project's natural gas demands in total would be comparable to other projects of similar scale and configuration. Additionally, the Project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Prior to Project construction, the Project Applicant would ensure that the Project would meet Title 24 requirements applicable at that time, as required by state regulations through their plan review process. Thus, the natural gas consumption of the Project would not be considered inefficient, wasteful, or otherwise unnecessary energy consumption and impacts would be **less than significant.**

Petroleum Usage

During operations, most of the fuel consumption resulting from the Project would involve the use of motor vehicles traveling to and from the Project Site that may be used by residents, visitors, employees, delivery vehicles, and shuttles associated with the Project.

Petroleum fuel consumption associated with motor vehicles traveling to and from the Project Site is a function of the Project's vehicle miles traveled, discussed under Section 3.17, Transportation. Similar to construction, fuel consumption from transportation was estimated by converting the total CO_2 emissions to gallons using conversion factors for CO_2 to gallons of gasoline or diesel. Fuel demand estimates for the Project are provided in Table 3.6-2.

Table 3.6-2. Total Project-generated Transportation Annual Fuel Demand

Vehicle Type	Vehicle MT CO_2	Kg/CO_2/Gallon	Estimated Annual Fuel Consumption (gallons)
Gasoline	65.00	8.78	7,403
Diesel	45.17	10.21	4,424
		Total	**11,827**

Source: Appendix B.
Note: Numbers may not add due to rounding.

As summarized in Table 3.6-2, the Project would result in an estimated annual transportation fuel demand of 11,827 gallons of fuel per year. As Yolo County was estimated to consume 28,291,782 gallons of diesel fuel in 2023 (CARB 2024), the Project would represent a 0.02% increase in diesel fuel demand. In addition, as Yolo County was estimated to consume 96 million gallons of gasoline in 2023 (CARB 2024), the Project would represent a less than 0.01% increase in gasoline. Trip generation and vehicle miles traveled generated by the Project are consistent with religious uses of similar scale and configuration. That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and vehicle miles traveled, nor associated excess and wasteful vehicle energy consumption.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future diesel and gasoline fuel demands. Location of the Project proximate to regional and local roadway systems tends to reduce vehicle miles traveled within the region, acting to reduce regional vehicle energy demands. The project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation and impacts would be **less than significant**.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Project would be subject to and would comply with, at a minimum, the California Building Energy Efficiency Standards (24 CCR Part 6). Part 6 of Title 24 establishes energy efficiency standards for residential and nonresidential buildings constructed in California to reduce energy demand and consumption. New development in the state is required to comply with the California code requirements for energy efficiency.

Part 11 of Title 24 sets forth voluntary and mandatory energy measures that are applicable to the Project under CALGreen. CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, high-rise residential, state-owned buildings, schools, and hospitals, as well as certain residential and nonresidential additions and alterations.

The City is in the process of drafting a Climate Action Plan that will include measures to reduce emissions that contribute to greenhouse gases (see discussion under 3.8, Greenhouse Gas Emissions). The City does not have any other adopted plan that addresses renewable energy or energy efficiency. Regarding petroleum, fuel economy and use of alternative modes of transportation are expected to increase over time. The state's Low Carbon Fuel Standard is designed to decrease the carbon intensity of California's transportation fuel and provide an increasing range of low-carbon and renewable alternative, which reduces petroleum dependency and encourages the use of cleaner low-carbon transportation. There are no other state plans that address renewable energy or energy efficiency.

The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be **less than significant**.

3.7 Geology and Soils

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

A Geotechnical Report and Geotechnical Report Update were prepared for the Project Site by Geocon Consultants (Appendix E) (Geocon Consultants 2018, 2023). The reports include an assessment of geotechnical conditions

associated with the Proposed Project, subsurface data, and preliminary recommendations. Pertinent information from the reports are included herein.

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

According to the Geotechnical Reports, the Project Site is not located on any known active earthquake fault trace not within an Alquist-Priolo fault zone. Therefore, the Project would not expose people or structures to adverse effects caused by the rupture of a known fault and there would be **no impact**.

ii) Strong seismic ground shaking?

Construction and operation of the Project would not exacerbate existing seismic conditions; however, it is possible for seismic ground shaking to occur at the site which could cause adverse effects including risk of injury. According to the Geotechnical Reports, the nearest regional active fault (Foothills Fault System) is 23.7 miles away from the Project Site. There are also segments of the Great Valley Fault ranging from 26 to 29 miles away from the site. These faults have a Maximum Moment Magnitude between 6.5 and 6.9. While there is a chance for seismic ground shaking to occur at the site, General Plan Policies S-3.1 and 3.2 require that new structures be designed to withstand seismic activity. Building plans would require approval by the City and the Project would be constructed consistent with the California Building Code (CBC), which includes standards intended to protect structures from earthquake-related seismic activity. Additionally, the Proposed Project would follow the recommendations in the Geotechnical Reports regarding grading, foundations, pavement, and other components that could be affected by seismic hazards. Compliance with these standards and recommendations would ensure that hazards associated with seismic ground shaking are minimized and impacts would be **less than significant**.

iii) Seismic-related ground failure, including liquefaction?

As stated in the Geotechnical Reports, the Project Site is not located in a currently established State of California Seismic Hazard Zone for liquefaction. However, soil and groundwater conditions exist at the site that may be susceptible to seismic-induced liquefaction. This risk is limited to sandy soil layers generally present between depths of approximately 10 and 15 feet and 45 to 60 feet. This amount of potential liquefaction (and subsequent ground settlement) is not significant enough to require special foundation design or modifications. As discussed, the Proposed Project would be constructed in compliance with the requirements set forth in the CBC and the recommendations in the Geotechnical Reports and therefore would not cause adverse effects or risks related to such hazards. Impacts would be **less than significant**.

iv) Landslides?

The topography of the Project Site and surrounding areas is generally flat. The Project Site is also located in a developed area of the City where there is no risk of landslides or lateral spreading in such terrain. There would be **no impact**.

b) Would the project result in substantial soil erosion or the loss of topsoil?

The Project Site consists of developed land, most of which has previously been graded and paved. Construction of the Proposed Project would include demolition, excavation, and grading which could result in soil erosion. The Project would be required to comply with the current CBC, which provides specifications related to soil compaction and stability. Further, the Project would be required to adhere to various federal, state, and regional water quality standards, including best management practices (e.g., erosion control, site stabilization) as outlined in a Stormwater Pollution Prevention Plan (refer to Section 3.10 for a detailed discussion). Compliance with applicable regulations, including implementation of best management practices, would address Project-related soil erosion/loss of topsoil. Impacts would be **less than significant**, and no mitigation is required.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Unstable geologic units or soils are characterized by materials lacking sufficient integrity to support urban development. The Project Site and the area surrounding the Project Site currently support development, which imply that geologic conditions in the area can support future development of the site and would not be unstable.

Potential impacts related to unstable soil including landslides, liquefaction, and lateral spreading are discussed under item 'a' above and were found to be less than significant. Subsidence or collapse can result from the removal of subsurface water, resulting in either catastrophic or gradual depression of the surface elevation of the Project Site. Subsidence can also occur as a result of differential (i.e., unequal) settlement. The Project would not involve any dewatering activities that could cause subsidence or collapse. The Project Site is also not subject to expansive soils (discussed in detail in item 'd' below) that would cause differential settlement due to dewatering. Impacts would be **less than significant**.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Expansive soils shrink and swell as a result of moisture change. These volume changes can result in damage over time to building foundations, underground utilities, and other subsurface facilities if they are not designed and constructed appropriately to resist the damage associated with changing soil conditions. According to the Geotechnical Reports, soil samples from the Project Site indicate low plasticity and low expansion potential, and no special design recommendations are required (Appendix E). Therefore, the Proposed Project would not be subject to risks to life or property related to soil expansion. Impacts would be **less than significant**.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No septic tanks or alternative wastewater disposal systems are proposed; therefore, the Project would have **no impact** related to septic tanks or alternative wastewater disposal systems.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

According to the City's General Plan EIR, surficial Holocene deposits in the city have low sensitivity for paleontological resources; however, underlying Pleistocene deposits of the Modesto and Riverbank Formations are highly sensitive for paleontological resources and therefore, deep earth-disturbing activities (such as excavation) may damage such resources. The Proposed Project would involve some excavation activity to construct the new Temple Building. The City's General Plan includes Policy NCR-10.1 which states that prior to approval of a discretionary project that requires excavation deeper than 5 feet, a qualified paleontologist must determine the paleontological sensitivity of geologic units affected by the project. If paleontological resources may be present, conditions shall be added to the permit to monitor and salvage paleontological resources during ground-disturbing activities. Compliance with this General Plan Policy would minimize the impact to paleontological resources to a **less-than-significant level**.

Mitigation Measures

No mitigation measures are required.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Climate change refers to any significant change in measures of climate (e.g., temperature, precipitation, or wind patterns) lasting for an extended period of time (i.e., decades or longer). Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and buildup of heat in the atmosphere near Earth's surface (the troposphere). The greenhouse effect is a natural process that contributes to regulating Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus

enhancing the greenhouse effect and causing Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3) (see also CEQA Guidelines Section 15364.5). The three GHGs evaluated herein are CO_2, CH_4, and N_2O because these gases would be emitted during the Project's construction.

The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO_2 equivalent (CO_2e). Consistent with CalEEMod version 2022.1, this GHG emissions analysis assumed the GWP for CH_4 is 25 (i.e., emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

As discussed in Appendix B, the Project is applying a threshold of 1,100 MT CO_2e to determine if the Project's contributions of GHG emissions is cumulatively considerable and to evaluate the Project's consistency with SACOG's 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and CARB Scoping Plan to determine potential conflicts with GHG reduction plans.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction of the Project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor (material delivery) trucks, and worker vehicles. A detailed depiction of the construction assumptions is included in Appendix B. The estimated Project-generated GHG emissions from demolition and construction activities are shown in Table 3.8-1.

Table 3.8-1. Estimated Annual Construction GHG Emissions

Year	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons				
2025	655.72	0.03	0.02	0.17	662.64
2026	407.71	0.01	0.01	0.17	412.65
2027	405.41	0.01	0.01	0.15	410.17
2028	20.24	<0.01	<0.01	0.01	20.40
				CEQA Threshold	1,100
				Exceed Threshold?	No

Source: Appendix B.
Notes: GHG = greenhouse gas; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; R= refrigerant; CO_2e = carbon dioxide equivalent; <0.01 = reported value is less than 0.01.

The estimated operational Project-generated unmitigated GHG emissions from mobile sources, area sources, energy usage, water usage and wastewater generation, solid waste, refrigerants, and vegetation are shown in Table 3.8-2.

Table 3.8-2. Summary of Estimated Annual Operational GHG Emissions

Emissions Source	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons				
Mobile	37.10	0.02	<0.01	0.08	38.46
Area	2.94	<0.01	<0.01	0.00	2.95
Energy	319.23	0.04	<0.01	0.00	320.83
Water	1.92	0.10	<0.01	0.00	5.17
Waste	50.55	5.05	0.00	0.00	176.87
Refrigerants	0.00	0.00	0.00	0.06	0.06
				Total	**544.35**
				CEQA Threshold	1,100
				Exceed Threshold?	**No**

Source: Appendix B.
Notes: GHG = greenhouse gas; NA = not applicable; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; R= refrigerant CO_2e = carbon dioxide equivalent. <0.01 = reported value is less than 0.01.
The annual GHG emissions were calculated by taking the daily emissions for each scenario and multiplying those emissions by the total number of occurrences for each scenario, e.g. 357 typical days, 6 Type 1 Special Events, and 2 Type 2 Special Events. It should be noted that Typical and Type 1 Events are part of the existing conditions so those emissions have been excluded.

Notably, although the Project would generate new vehicle trips from Type 2 Events, on average, the Project would generate fewer than 55 vehicle trips per day, which would be considered a *de minimis* mobile source of GHG emissions according to the SMAQMD GHG Thresholds justification report (SMAQMD 2020).

As shown in Table 3.8-1 and Table 3.8-2, the Project would not exceed the 1,100 MT CO_2e threshold during construction and operation and would result in a **less-than-significant impact** relative to the generation of GHG emissions.

b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The Project was assessed for its potential to conflict with the 2020 MTP/SCS and the 2022 CARB Scoping Plan. Each plan is addressed separately below.

2020 MTP/SCS

SACOG outlined greenhouse gas reduction strategies in the 2020 MTP/SCS. The plan focuses on sustainable development and transportation to mitigate the region's carbon footprint. Key strategies include promoting compact and mixed-use development, improving public transportation infrastructure, implementing programs and policies that reduce peak-hour traffic congestion and encourage carpooling, telecommuting and flexible work hours, aligning transportation investments with land use planning to support sustainable community development, promoting the adoption of electric vehicles, and ensuring the seamless integration between different modes of transportation.

The Project would involve demolition and construction within a previously developed parcel in an infill area near regional transportation corridors. The Project would implement Transportation Demand Management (TDM) to discourage the use of single-occupancy vehicles during special events and encourage the use of shuttles to transport groups of visitors. The Project would include improvements to pedestrian infrastructure near the Project Site (sidewalk) and would include electric vehicle parking in accordance with Title 24 CALGreen standards. Based on the preceding, the Project would not conflict with the strategies outlined in the 2020 MTP/SCS.

CARB Scoping Plan

The Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017), provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Scoping Plan is not directly applicable to specific projects. Relatedly, in the Final Statement of Reasons for the Amendments to the CEQA Guidelines, the California Natural Resources Agency (CNRA) observed that "[t]he [Scoping Plan] may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009). Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others. To the extent that these regulations are applicable to the Project, the Project would comply will all regulations adopted in furtherance of the Scoping Plan to the extent required by law, as such it would not conflict with the Scoping Plan.

In summary, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Impacts would be **less than significant**, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

3.9 Hazards and Hazardous Materials

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

A Phase I Environmental Site Assessment (ESA) was prepared for the Project Site by Partner Engineering and Science in January 2024 (Appendix F). The Phase I ESA includes an assessment concerning environmental conditions and hazards present at the Project Site. Pertinent information from the report is included herein.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction of the Project would involve temporary use of hazardous materials, including fuel for construction equipment, paints, solvents and sealants. Storage, handling, and use of these materials would occur in accordance with standard construction best management practices to minimize the potential for spill or release and ensure that any such spill or release would be controlled on site. This would include storing all hazardous materials inside buildings or under other cover, vehicle specifications for hazardous material transport and disposal, procedures for safe storage, and training requirements for those handling hazardous materials. Project construction contractors are required by state law to implement and comply with existing hazardous material regulations. Because each of these regulations is specifically designed to protect the public health through procedures for transporting, storing, and handling hazardous materials, improved technology in the equipment used to transport these materials, and quicker, more coordinated response to emergencies, impacts related to the creation of significant hazards to the public through routine transport, use, disposal, and risk of upset during construction would be **less than significant**.

It is anticipated that hazardous materials used during long-term operation of the Project could include building maintenance and cleaning chemicals, as well as landscaping fertilizers. These materials are commonly used across all types of land uses, and the Project is not expected to present any significant risks associated with their use. During operation, the Project would be required to use, store, and transport hazardous materials in compliance with applicable federal, state, and local regulations during Project operation. Therefore, impacts related to the creation of significant hazards to the public through routine transport, use, disposal, and risk of upset during Project operation would be **less than significant**.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The Project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials because the Project would be required to use, store, and transport hazardous materials in compliance with applicable federal, state, and local regulations. Additionally, the Phase I ESA did not identify evidence of any recognized environmental condition (REC)[5] at the Project Site. Impacts would be **less than significant**; also refer to the answer provided in 'a' above.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There is an existing K-12 school operated by Dharma Realm at the Project Site. The closest off-site school is Heritage Peak Charter School which is located approximately one-quarter mile away from the Project Site. As discussed above in items 'a' and 'b' the Proposed Project would not create any significant hazards related to the transport, use, disposal, or upset and accident conditions involving hazardous materials or their release into the environment. Therefore, impacts to schools would be **less than significant**.

[5] REC refers to the presence or likely presence of hazardous substances or petroleum products in, on, or at the Project Site due to a release or likely release to the environment or under conditions that pose a material threat of a future release to the environment.

d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Pursuant to Government Code Section 65962.5, the State of California Hazardous Waste and Substances Site List (also known as the "Cortese List") is a planning document used by state and local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials sites. According to the Phase I ESA, the Project Site is not included on the Cortese List and there are no RECs on the site. Thus, there would be **no impact**.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The closest public airport is Sacramento International Airport, located approximately 8 miles northwest of the Project Site. The Project Site is not located within an airport land use plan and is not within two miles of a public or private airport. There would be **no impact**.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Project would not interfere with any adopted emergency or evacuation plans. The City's Emergency Operations Plan (EOP) serves as the legal and conceptual framework for emergency management in the city and is intended to facilitate interagency coordination for emergency operations (City of West Sacramento 2016c). The EOP addresses planned responses to emergency situations associated with large-scale disasters and establishes the primary responsibilities of each department and agency during such emergencies. The Project would be consistent with allowed uses and would not involve any operations or activities that would interfere with the EOP. Additionally, as stated in the General Plan EIR, existing City requirements for construction projects require signage and an access plan to ensure continued emergency access during construction (City of West Sacramento 2016b). Therefore, impacts would be **less than significant**.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The Project Site is in a Local Responsibility Area (LRA) and is not designated as a very high fire hazard severity zone (CAL FIRE 2024). The City's General Plan EIR indicates that most of the city is urbanized and not subject to wildland fires. The Project Site is within this urbanized area and therefore has low fire risk. Fire and emergency medical services in the Project area would continue to be provided by the West Sacramento Fire Department, and the General Plan EIR indicates that response times for emergency calls are faster than the City's goal of 5 minutes for 90% of calls (Policy PFS-9.2) (City of West Sacramento 2016b). The Project would also comply with the California Fire Code (Title 24, Part 9 of the California Code of Regulations) which contains fire safety standards (e.g., maintenance of fire evacuation plans and accessible egress routes.) Because the Project Site is not in or near an area of high fire hazard severity, adequate fire protection services would be provided by the West Sacramento Fire Department, and the Project would be designed to be Fire Code-compliant and there would be **no impact** related to wildfire hazards.

Mitigation Measures

No mitigation measures are required.

3.10 Hydrology and Water Quality

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

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The Clean Water Act is a federal law enacted in 1972 that regulates discharge of pollutants into waters of the United States and regulates quality standards for surface waters. Under the Clean Water Act, the discharge of pollutants to waters of the United States from any point source is unlawful unless the discharge complies with a National Pollutant Discharge Elimination System (NPDES) permit. The State Water Resources Control Board has adopted a NPDES Construction General Permit (Order 2022-0057-DWQ) to provide permit coverage for construction activities disturbing greater than or equal to one acre of land. Under this General Permit, the Project must develop a Stormwater Pollution Prevention Program (SWPPP) to control the discharge of pollutants in compliance with the Clean Water Act. A SWPPP describes the pollution prevention practices and activities, referred to as Best Management Practices or BMPs, that would be implemented on the site. This may include BMPs for erosion control and site stabilization to reduce discharge of pollutants from the Project Site. Additionally, the Project may include up to five on-site bioretention basins located on the south and east ends of the Project Site to be used to treat stormwater to ensure post project flows would not exceed existing conditions. The Proposed Project would comply with the requirements for the NPDES Construction General Permit and therefore would not violate any water standards or otherwise degrade water quality. Impacts would be **less than significant**.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The Project Site is mostly hardscaped, which would not be changed under the Proposed Project. The impervious surface area is anticipated to be similar to current conditions because the proposed Temple Building would mainly replace a hardscaped parking area, which is also an impervious surface that does not allow for groundwater recharge. Groundwater recharge typically occurs in areas along rivers, streambeds, and other areas of high soil permeability, unlike urban areas such as the Project Site. Nonetheless, the Project may include up to five on-site bioretention basins located on the south and east ends of the Project Site that would collect stormwater and may increase groundwater recharge. Development associated with the Project would also be required to comply with CALGreen standards for water efficiency and therefore would not impede sustainable management of groundwater resources. Therefore, impacts related to groundwater would be **less than significant**.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

iv) Impede or redirect flood flows?

As discussed previously, the Proposed Project would not significantly increase the amount of impervious area at the site and would include up to five bioretention basins that would collect and treat stormwater runoff. The overflow of the bioretention basins would daylight off-site into a ditch that borders the eastern property line. These bioretention features would limit the amount of runoff water into the City's storm drain system consistent with pre-project conditions. The potential for erosion resulting from the Project would be minimized by adhering to the General Permit requirements. The SWPPP would include BMPs designed to minimize polluted runoff and non-stormwater discharges. The Project would have no effect on flood flows, which are managed by the City's levee system. Overall, there would be a **less-than-significant impact** related to alteration of the existing drainage pattern of the site.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The Federal Emergency Management Agency (FEMA) maintains Federal Insurance Rate Maps (FIRMs) to support the National Flood Insurance Program. The most recent FIRMs covering the city are dated 1995 and map all areas outside of main waterways as Zone X – area protected from the 1% chance (100-year) flood by levee, dike, or other structures subject to possible failure of overlapping during longer floods (FEMA 1995). However, the City's General Plan EIR acknowledges that there are identified deficiencies in the levee system and a likely inability to provide 100-year or 200-year flood protection until levee enhancement projects are completed. The generally flat topography of the city and large flood depths predicted for a levee failure may result in flood water spreading extensively throughout the city, risking inundation of the Project Site and release of pollutants. The only hazardous materials anticipated to be stored at the site include those commonly used for building and landscape maintenance, such as cleaning chemicals and fertilizers. These materials are commonly used across all types of land uses and would not present any significant risk in the event of Project inundation. As previously discussed, the Phase I ESA did not find evidence of any RECs at the site that would pose a threat of future release to the environment. Therefore, impacts would be **less than significant**.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Proposed Project is located within the boundary of the Yolo Subbasin, which covers approximately 844 square miles east of the Sacramento River (Yolo Subbasin Groundwater Agency 2022). As discussed previously, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Urban areas such as the Project area are not considered important recharge areas contributing to groundwater supply, and development associated with the Project would be required to comply with CALGreen standards for water efficiency. Therefore, the Project would not impede sustainable management of groundwater resources. There would be **no impact**.

Mitigation Measures

No mitigation measures are required.

3.11 Land Use and Planning

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**LAND USE AND PLANNING** – Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) ***Would the project physically divide an established community?***

The physical division of an established community is typically associated with the construction of a linear feature, such as a major highway or railroad tracks, which would impair mobility within an existing community or between a community and an outlying area. The Project is located within the existing CDR campus and would not physically divide any established community. Therefore, the Project would have **no impact**.

b) ***Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

The City's General Plan designates the Project Site as CBD; the site is also zoned CBD per the Zoning Code. According to the General Plan, the CBD designation provides for the development of an urban civic and cultural core (City of West Sacramento 2024a). Besides civic uses such as government offices, permitted uses include community assembly and cultural institutions. The Project is requesting a Conditional Use Permit because the proposed Temple Building would exceed the City's 65-foot height limit for properties zoned CBD. As a part of the City's development and design review process, City staff reviews project plans to ensure compliance with applicable provisions of the City's Zoning Code and design guidelines. The Project would undergo review by City staff but ultimately the City's decisionmakers would have to approve the proposed Conditional Use Permit to allow the Temple Building to exceed the allowable building height. The Proposed Project, subject to conditional use permit approval to exceed the 65' height limit, would be consistent with the City's General Plan land use designation and Zoning Code.

Additionally, the Project would comply with all applicable policies and regulations including the CBC for geology and soils, and CALGreen standards to ensure energy and water efficiency and sustainable construction practices. Accordingly, the Project would have **no impact** regarding potential conflicts with any

land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Mitigation Measures

No mitigation measures are required.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a) ***Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

The California Department of Conservation Division of Mine Reclamation provides maps that classify lands according to the significance of mineral resource deposits within the area. Most of the land within the city, including the Project Site, is designated as Mineral Resource Zone (MRZ) category MRZ-1. This category is assigned to areas where available information is adequate to determine that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. Accordingly, the Proposed Project would have **no impact** related to the loss of availability of mineral resources.

b) ***Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

Refer to answer provided in 'a' above. The Project would not result in the loss of availability of a locally important mineral resource recovery site; **no impact** would occur.

Mitigation Measures

No mitigation measures are required.

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The City's General Plan includes policies under Goal S-7 that set exterior and interior noise standards (City of West Sacramento 2024a). These standards are reprinted in Tables 3.13-1 and 3.13-2 below. The City's noise standards do not specify an exemption for temporary daytime construction activity, so these standards are considered to apply to all construction activities.

Table 3.13-1. Noise Compatibility Standards

Land Use	Exterior Noise Level Standard for Outdoor Activity Areas[a]	Interior Noise Level Standard	
	L_{dn}/CNEL, dB	L_{dn}/CNEL, dB	L_{eq}, dB[b]
Residential (Low Density Residential, Duplex, Mobile Homes)	60[c]	45	N/A
Residential (Multi Family)	65[d]	45	N/A
Transient Lodging (Motels/Hotels)	65[d]	45	N/A
Mixed-Use Developments	70	45	N/A
Schools, Libraries, Churches, Hospitals, Nursing Homes, Museums	70	45	N/A
Theaters, Auditoriums	70	N/A	35
Playgrounds, Neighborhood Parks	70	N/A	N/A
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75	N/A	N/A

Table 3.13-1. Noise Compatibility Standards

Office Buildings, Business Commercial and Professional	70	N/A	45
Industrial, Manufacturing, Utilities, and Agriculture	75	N/A	45

Source: City of West Sacramento 2024a, Table S-7.1.
Note: Community Noise Equivalent Level (CNEL) is defined as the 24-hour energy average noise level, with noise occurring during evening hours (7 p.m. to 10 p.m.) weighted by +5 dB and nighttime hours (10 p.m. to 7 a.m.) weighted by +10 dB. Day-night Sound Level (L_{dn}) is comparable to CNEL, but the evening hours (7 p.m. to 10 p.m.) are considered daytime and thus not weighted by +5 dB in the energy averaging calculation to arrive at the L_{dn} value. Equivalent Sound Level (L_{eq}) is the value corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period.
Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Community Development Department.

a. Outdoor activity areas for residential developments are considered to be the back yard patios or decks of single-family residential units, and the patios or common areas where people generally congregate for multi-family development. Outdoor activity areas for nonresidential developments are considered to be those common areas where people generally congregate, including outdoor seating areas. Where the location of outdoor activity areas is unknown, the exterior noise standard shall be applied to the property line of the receiving land use.
b. As determined for a typical worst-case hour during periods of use.
c. Where it is not possible to reduce noise in outdoor activity areas to 60 dB, L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 65 dB, L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
d. Where it is not possible to reduce noise in outdoor activity areas to 65 dB, L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 70 dB, L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Table 3.13-2. Exterior Incremental Environmental Noise Impact Standards for Noise-Sensitive Uses (dBA)

Residences and Buildings Where People Normally Sleep[a]		Institutional Land Uses with Primarily Daytime and Evening Uses[b]	
Existing L_{dn}	Allowable Noise Increment	Existing Peak Hour L_{eq}	Allowable Noise Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

Source: City of West Sacramento 2024a, Table S-7.2; Federal Transit Administration, Transit Noise Impact and Vibration Assessment, May 2006.
Note: A-Weighted Sound Level (dBA) – the sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the measured sound in a manner similar to the frequency response of the average healthy human ear, and thus correlates well with assessment of environmental noise in a community setting where noise-sensitive receptors may be present.
Noise levels are measured at the property line of the noise-sensitive use.

a. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
b. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material.

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

Construction activities typically include a variety of construction equipment including backhoes, excavators, and loaders. Table 3.13-3 indicates noise associated with various types of construction equipment at a distance of 50 feet from the source.

Table 3.13-3. Construction Equipment Reference Noise Levels

Equipment Description	Typical Noise Level at 50 Feet (dBA)
Air compressor	80
Backhoe	80
Ballast equalizer	82
Ballast tamper	83
Compactor	82
Concrete mixer	85
Concrete pump	82
Concrete vibrator	76
Crane, mobile	83
Dozer	85
Generator	82
Grader	85
Impact wrench	85
Loader	80
Paver	85
Pneumatic tool	85
Pump	77
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Spike driver	77
Tie cutter	84
Tie handler	80
Tie inserter	85
Truck	84

Source: Federal Transit Administration (FTA) Noise and Vibration Impact Assessment Manual, Table 7-1 (2018).

As indicated in Table 3.13-3, noise levels associated with individual equipment would generate typical noise levels ranging from 76 to 85 dBA at a distance of 50 feet. Typical operating cycles for these types of construction equipment involve limited periods of full power operation followed by periods of lower power

settings. Construction would also be limited to daytime hours. These limitations are generally considered to be reasonable for purposes of ensuring that temporary noise impacts occur in hours when most people are at work or, if at home, are awake. Therefore, although there would be a relatively high single event noise exposure potential causing intermittent noise nuisance, the effect on longer-term (hourly or daily) ambient noise levels would be limited.

The nearest offsite noise-sensitive receptors are residences to the east and south. The closest residences are located approximately 550 feet to the south across Tower Bridge Gateway at the Ironworks housing development. Noise from heavy equipment during construction of the Project may be intermittently noticeable above ambient noise levels from existing traffic noise in the area, which was measured to be 63 L_{dn} at Tower Bridge Gateway from Grand Street to the Jefferson Boulevard off-ramp (City of West Sacramento 2024a). Based on a maximum noise level of 85 dBA at 50 feet, the attenuated maximum noise level at the nearest residence 550 feet away would be 64 dBA. This is a conservative estimate that does not consider any reflective surfaces or barriers between the two locations. As previously discussed, construction noise would be intermittent and limited to daytime hours so the effect on daily ambient noise levels would be limited and not anticipated to exceed the allowable noise increment.

Operation

The Proposed Project would result in the development of a new Temple Building and improvements to the site, which could introduce new operational sources of noise. The Project would introduce a new Type 2 Special Event which would occur once or twice per year on weekends with 1,000 to 2,000 visitors attending worship services. Although these special events may cause additional crowd noise, the Project Site is a place for religious worship and would not generate as much noise as other types of special events (e.g., concerts or sports events). Any use of amplified sound would adhere to City standards and regulations (i.e., a special event permit). As discussed in Section 3.17, Transportation, the Type 2 Special Event would generate approximately 300 on-site daily vehicle trips and 2,300 off-site daily vehicle trips which would result in an increase in traffic noise. However, this special event would only occur once or twice a year for one to two days over the weekend and therefore would not result in any permanent increase of traffic noise. When there are no special events, daily onsite visitors would range from 20 to 150 people, which would not result in a significant increase in noise from the current range of 20 to 50 people. Stationary sources of noise would be limited to those required for heating, ventilation, and cooling; exhaust fans; and standard mechanical equipment which is not anticipated to result in any meaningful increase in ambient noise levels. Therefore, operational noise impacts would be **less than significant**.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

The Proposed Project may result in an increase in groundborne vibration or noise levels during Project construction. For reference, groundborne vibration levels for various types of construction equipment are included below in Table 3.13-4. Vibration levels are represented in terms of peak particle velocity (PPV).

Table 3.13-4. Representative Vibration Levels for Construction Equipment

Equipment	PPV at 25 feet (in/sec)[1,2]
Pile Driver (impact) upper range	1.518
Pile Driver (sonic) upper range	0.734
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson Drilling	0.089
Heavy-duty Trucks (Loaded)	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Source: FTA 2018.
Notes:
1 Where PPV is the peak particle velocity.
2 Vibration levels can be approximated at other locations and distances using the above reference levels and the following equation: $PPV_{equip} = PPV_{ref}(25/D)^{1.5}$ (in/sec); where "PPV ref" is the given value in the above table, "D" is the distance for the equipment to the new receiver in feet.

Construction activities on the Project Site may result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Caltrans has collected groundborne vibration information related to construction activities (Caltrans 2020) indicating that continuous vibrations with a PPV of approximately 0.2 inches per second (in/sec) are considered annoying. The closest residential uses are located approximately 550 feet south of the Project Site. Using the highest PPV construction equipment listed in Table 3.13-4 (e.g., impact pile driver) would result in vibration levels of approximately 0.01 in/sec at the nearest sensitive receptors, which is far less than the Caltrans standard for what is considered annoying. Therefore, any vibration impacts from the Proposed Project would be **less than significant**.

c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

The closest airport is Sacramento International Airport, located approximately 8 miles northwest of the Project Site. The Project Site is not located within an airport land use plan and is not within two miles of a public airport or private airport. Thus, the Project would not expose people within the area to excessive noise from airports or airstrips. There would be **no impact**.

Mitigation Measures

No mitigation measures are required.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) ***Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

The Project involves the construction of a Temple Building and associated support uses to expand worship opportunities and host larger events, as described under Section 3. It is anticipated that visitors to special events would stay at local nearby visitor accommodations and not on-site. On a daily basis, there could be approximately 30 full-time nuns that reside on the CDR campus, which would not change from current conditions. School students, teachers, and parents would supplement these numbers. The Proposed Project would primarily result in a non-permanent increase in population. The Project would also generate a limited number of short-term construction jobs, but it is anticipated that these jobs would be accommodated within the regional workforce.

The Proposed Project does not include any expansion of residential uses, such as dormitories for faculty or students. However, operation of the Project could result in a small increase in permanent residents within the city, as the future facility is expected to serve as a central location for northern California Buddhist nuns and draw in additional members of the DRBA. This increase in residents would not be a substantial amount. Moreover, construction and operation of the Project would not remove an obstacle to growth through extension of roads and/or other infrastructure that would indirectly induce population growth. Impacts would be **less than significant**.

b) ***Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

The Project Site is developed with the existing CDR campus. All proposed construction activities would be confined to the Project Site. The Project would not displace existing homes or businesses and would not

require the construction of replacement housing. There would be **no impact** and no mitigation would be required.

Mitigation Measures

No mitigation measures are required.

3.15 Public Services

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

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

Fire protection?

Fire protection within the Project area is provided by the West Sacramento Fire Department (WSFD). The WSFD has 5 fire stations, all of which operate 24 hours a day, 7 days a week with a combined staffing of 17 personnel on duty. Fire Station #44 is located approximately 0.7 miles north of the Project Site. As of 2016, the City's average response time for Priority 1 calls was 4 minutes and 42 seconds, which is under their goal of 5 minutes for 90% of calls received (City of West Sacramento 2016b).

The Project would not result in a substantial increase in the number of emergency calls because the Project does not propose uses or components associated with the need for additional fire or emergency medical services. The Project would not induce substantial population growth and therefore would not require new fire facilities to serve new City residents. The increased visitor population during special events may result in more calls for service on event days; however, these special events would be limited to only a few times per year and would not include any specific components or activities that would increase the need for WSFD services. The Project Site is already well-served by an existing fire station located 0.7 miles from the Project Site and would

not impact fire response times or other performance objectives. Therefore, the Project would not result in the need for new or physically expanded fire stations; there would be **no impact**.

Police protection?

Police services within the Project area are provided by the West Sacramento Police Department (WSPD). The WSPD is staffed with 74 sworn officers and 23 professional staff (City of West Sacramento 2024b). The WSPD operates from one station located at 550 Jefferson Boulevard, approximately 0.5 miles northwest of the Project Site. Similar to the discussion for fire protection services above, the Proposed Project does not include any uses that would result in a substantial increase in calls for police services. The Project also would not result in a substantial population increase that would require new police facilities to serve new City residents. Therefore, **no impact** on police protection services would result due to Project implementation.

Schools?

The Proposed Project does not include any residential uses or other components that would induce substantial population growth; therefore, the Project would not result in a population increase that would require new schools to serve new City residents. Furthermore, any new DRBA members drawn to the area by the new Project would likely enroll students in the CDR IGDVS located within the existing campus, which is currently operating under capacity. For this reason, **no impact** on schools would result with Project implementation.

Parks or Other Public Facilities?

The Proposed Project would not induce substantial population growth. The Project would not alter or remove any parks or other public facilities, would not result in additional housing, and would generate a negligible number of new residents. Therefore, the Project would not generate a need for new or physically altered parks or other public facilities. There would be **no impact**.

Mitigation Measures

No mitigation measures are required.

3.16 Recreation

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

a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

The City's parks division oversees the maintenance of over 150 acres of city parks (City of West Sacramento 2024a). This includes 33 parks, plazas, and playing fields within the city. Jerome D. Barry Park is the closest park to the Project Site located 0.2 miles south. As of 2015, with a population of 51,272 people and a total of 152.6 acres of parkland, the City was not meeting the standard set by the 2003 Parks Master Plan for 5 acres of parks per 1,000 residents (City of West Sacramento 2016b).

The Proposed Project does not include residential land uses and would not induce substantial population growth in the City. Because the Project would not induce substantial population growth, there would be a negligible increase in the use of existing parks or other recreational facilities. Therefore, **no impacts** to parks recreational facilities would occur.

b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

The Project does not include any recreational facilities and would not require the construction or expansion of such facilities (as discussed in 'a' above). Therefore, there would be **no impact**.

Mitigation Measures

No mitigation measures are required.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

This section analyzes the potential impacts of the Project based on CEQA Guidelines Section 15064.3(b), which focuses on the adopted criteria (vehicle miles traveled [VMT]) for determining the significance of transportation impacts. Pursuant to SB 743, the focus of transportation analysis changed from level of service (LOS) or vehicle delay to VMT. The related updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. This methodology was required to be used statewide beginning July 1, 2020.

The City has not adopted its own transportation or VMT guidelines. Therefore, the VMT screening analysis for the Proposed Project has been prepared consistent with the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts under CEQA (OPR 2018). Dudek prepared the Trip Generation and VMT Screening Memorandum for the Project which is included as Appendix G. Appendix G also includes a Transportation Management Plan (TMP) prepared by Kimley-Horn to accommodate special events (primarily the Type 2 Special Event). The TMP outlines a series of traffic management strategies that may be implemented by the Project Applicant to mitigate the effects of Type 2 Special Event traffic on proximate City transportation facilities. The strategies outlined are intended to minimize conflicts between all travel modes before, during, and after events at the venue.

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

City of West Sacramento General Plan Mobility Element

The General Plan Mobility Element outlines the City's goals and implementation policies to support a connected, efficient, multi-model system that facilitates the community's economic, environmental, and social objectives. The Mobility Element contains policies to support increased densities and a mix of uses in multi-modal districts, to help walking become more practical, to support bicycling for both short- and long-distance trips, and to improve transit frequency and destination options (City of West Sacramento

2024a). The General Plan Mobility Element outlines the following goals that would apply to the Proposed Project:

Goal M-1 To develop and maintain a multi-modal integrated transportation system that provides for the safe and efficient movement of people and goods, supports vibrant neighborhoods and business districts, and reduces air pollution and greenhouse gas (GHG) emissions from VMT.

Goal M-2 To provide complete streets that accommodate driving, walking, bicycling, and public transit and are designed to enable safe, attractive, and comfortable access and travel for all users.

Goal M-3 To develop and maintain a street and highway system that promotes safe, efficient, and reliable movement of people and goods by multiple transportation modes and routes, reduces air quality impacts and GHG emissions, and minimizes traffic noise impacts.

Goal M-4 To support and maintain a range of public and private transit systems that are responsive to the needs of all residents and employees and allow efficient and safe travel throughout the city and region.

Goal M-5 To develop and maintain a safe, comprehensive, and integrated bicycle system and bicycle support facilities throughout the city.

Goal M-6 Develop and maintain a safe, accessible, and integrated pedestrian system that promotes walking.

Goal M-7 To develop and manage both on- and off-street parking systems that balance citywide goals of economic development, livable neighborhoods, and public safety.

Goal M-8 To use Transportation Demand Management as a means to improve system efficiency and reduce dependence on motor vehicles and traffic congestion, and expand travel options and choices.

In the vicinity of the Proposed Project, West Capitol Avenue is classified as a Minor Arterial and Merkley Avenue-El Rancho Court is classified as a Collector Street. West Capitol Avenue is designed as a Complete Street with multi-modal integration to the Project Site. For the Type 2 Special Events, the Project's preferred offsite location will be the Ziggurat Building. Secondly, the Project could implement use of other existing parking facilities within 1.5 miles around the Project Site, as shown on Figure 3, Offsite Parking Locations (see Project Description). However, it should be noted that all required parking for Type 2 Special Events can be accommodated in the Ziggurat building parking garage located at 707 3rd Street, as described in the TMP included as an attachment to Appendix G. The remaining off-site parking lots have been identified in case there is need for overflow parking. The Proposed Project would not modify the roadway classification of any streets in its vicinity. However, it would construct off-site improvements to widen El Rancho Court along the Project Site's western frontage with new paving, curb and sidewalk. There would also be three entrance/egress driveways with access restriction along West Capitol Avenue, two of which would only be used by buses and/or during special events. Also, shuttles would be used to transport visitors from off-site

parking locations to the Project Site to manage transportation demand and parking during Type 2 Special Events. As such, the Proposed Project would not conflict with any goals of the City's Mobility Element.

Transit Facilities

Currently, Yolobus is the closest service route to the Project Site and the closest bus stops are at the West Sacramento Transit Center, directly across from the Project Site along Merkley Avenue, south of the West Capitol Avenue/Merkley Avenue intersection. Routes 37, 40, 41, and 240 operate at an hourly frequency and 42A, 42B operate at a half-hour frequency. These routes are accessible from the bus stops located along Merkley Avenue and West Capitol Avenue. The local routes that serve the Project Site connect to nearby destinations such as Tower Bridge, Bryte, Southport, and Downtown Sacramento, while the intercity routes 42A and 42B connect to the Sacramento International Airport, City of Sacramento, and the City of Davis.

Bicycle and Pedestrian Facilities

The following goals from the City's Bicycle, Pedestrian, and Trails Master Plan (2024 Update) are specifically applicable to the bicycle, pedestrian, and trails network (City of West Sacramento 2024).

- Support increased densities and mixed uses in multi-modal districts to make walking and biking practical for short trips.
- Support improving transit to serve highly frequented destinations.
- Conserve energy resources, reduce greenhouse gas emissions and air pollution, while continuing to accommodate auto mobility through creation of complete streets.

There is an existing Class 2 (striped) bike lane along West Capitol Avenue between Jefferson Boulevard and Grand Street and a separated bike lane west of Jefferson Boulevard. This bike lane connects to another Class 2 bike lane along Tower Bridge Gateway(east of Grand Street). There is also a proposed Class 1 (separated, off-street) bike trail along Tower Bridge Gateway, west of Grand Street.

Pedestrian facilities in the area include paved sidewalks, high visibility crosswalks, rapid flashing beacons, and curb ramps. There are sidewalks along the Project frontage and the intersections adjacent to the Project Site along West Capitol Avenue have pedestrian crosswalks and curb ramps. There is a mid-block pedestrian crossing along West Capitol Avenue, east of Merkley Avenue. The Project would construct a public plaza within the site at the southeast corner of the West Capitol Avenue and Merkley Avenue intersection, enhancing the pedestrian infrastructure within and adjacent to the site. The Project would not conflict with any the above-mentioned goals included in the City's Bicycle, Pedestrian, and Trails Master Plan or facilities in its vicinity.

Construction

Construction of the Project would generate temporary construction-related trips for a period of approximately 30 months. The building construction phase would occur for the longest duration (approximately 28 months) and generate 70 daily trips, which includes 50 worker trips and 20 vendor truck trips. The grading phase, which would occur for approximately eight days, would generate the maximum number of haul truck trips (i.e., 226 haul truck trips). However, Project construction would not result in a

permanent change to the existing or planned circulation system in the city. For any construction work in the public right-of-way and roadway improvements at Project driveways, the construction contractor would obtain required encroachment and/or transportation permits from the City's Department of Public Works. If required, the contractor shall prepare and implement traffic control plans which may include the need for flagmen and pedestrian and bike detours. Access to transit facilities would also be maintained during construction.

Operation

As described in the Project Description, Project operation is comprised of existing Typical Day and Type 1 Special Event (50 to 100 visitors staying on-site, 4 to 6 times per year) and a new Type 2 Special Event (1,000 to 2,000 visitors occurring 1 or 2 times per year). As shown in the trip generation analysis in Appendix G, the trips generated on an existing Typical Day, which could include Type 1 Special Event days are less than 110 daily trips. Trips generated on new Type 2 Special Event days are estimated to be 300 on-site daily trips and 2,300 off-site daily trips. The off-site trips would be managed using shuttles from the Ziggurat Building off-site parking lot. A TMP, included as an attachment to Appendix G, would be implemented to control traffic during Type 2 Special Events.

As shown in the analysis above, the Proposed Project would not preclude implementation of any plans or policies regarding existing or proposed bicycle or pedestrian facilities in the area. As such, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be **less than significant**.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

CEQA Guidelines Section 15064.3(b) focuses on VMT for determining the significance of transportation impacts. It is further divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology. The updated CEQA Guidelines state that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts," and define VMT as "the amount and distance of automobile travel attributable to a project." "Automobile" refers to on-road passenger vehicles, specifically cars and light trucks. OPR has clarified in its Technical Advisory (OPR 2018) that heavy-duty truck VMT is not required to be included in the estimation of a project's VMT. Other relevant considerations may include the effects of a project on transit and non-motorized travel.

OPR's Technical Advisory suggests that lead agencies may screen out VMT impacts using project size, maps, and transit availability. Because the City has not adopted its own VMT guidelines, the analysis in this memorandum has been prepared consistent with the OPR Technical Advisory.

Screening for Land Use Projects

Per the OPR's Technical Advisory, the following criteria may be used to screen land use projects from conducting a detailed VMT assessment and would constitute a less than significant impact related to VMT for CEQA purposes:

- **Screening Thresholds for Small Projects:** Projects that generate or attract fewer than 110 trips per day[6] generally may be assumed to cause a less-than-significant transportation impact.
- **Map-Based Screening for Residential and Office Projects:** Projects located in areas designated by VMT data maps as low VMT areas can be screened out as they would likely result in similarly low levels of VMT.
- **Presumption of Less Than Significant Impact Near Transit Stations:** Projects proposed within ½ mile of an existing major transit stop or an existing stop[7] along a high-quality transit corridor[8] will have less-than- significant impact on VMT. This presumption would not apply if project-specific information[9] indicates that the project will generate significant levels of VMT.
- **Presumption of Less Than Significant Impact for Affordable Residential Development:** Projects that include a high percentage of affordable housing near job centers are expected to have a less-than-significant impact on VMT.

Per OPR's Technical Advisory, there are numeric thresholds for evaluating the significance of transportation impacts for residential, office and retail projects. A project exceeding a level of 15% below existing VMT per capita or employee may indicate a significant transportation impact. Existing VMT per capita or employee may be measured as regional VMT per capita/employee or as city VMT per capita/employee. A net increase in total VMT may indicate a significant transportation impact for regional retail projects. For land use projects, residential, office, and retail projects tend to have the greatest influence on VMT. For that reason, OPR recommends the quantified thresholds for purposes of analysis and mitigation. Using more location-specific information, or developing more specific thresholds, for other land use types is recommended. Additionally, Section 15125, subdivision (d), of the CEQA Guidelines provides that lead agencies should analyze impacts resulting from inconsistencies with regional plans, including regional transportation plans.

Project Trip Generation and VMT Screening Analysis

The Trip Generation and VMT Screening memorandum (Appendix G) provides a summary of the Project's trip generation estimates under existing and proposed conditions using the operational data for employees, visitors and events provided by the Project Applicant. The Institute of Transportation Engineers (ITE) Trip Generation Manual was not used to estimate the trip generation for the Proposed Project due to the unique

6 OPR 2018, p. 12: CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

7 OPR 2018, p. 13: Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

8 OPR 2018, p. 14: Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

9 OPR 2018, p. 14: The presumption might not be appropriate if the project:
- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

features of this type of religious use and occasional special events which would occur as part of the Project. The Project's trip generation potential and unique land use type has been used to screen the existing uses and the Proposed Project from conducting a detailed VMT analysis. Additionally, as mentioned above, the existing and proposed land use would be consistent with the underlying land use and zoning; therefore, under existing plus Proposed Project conditions the Project is not inconsistent with any regional plan (i.e., SACOG 2020 MTP/SCS) or local plan (i.e., City's General Plan and Bicycle, Pedestrian, and Trails Master Plan).

A summary of the Project's trip generation and VMT is provided below, with further detail provided in Appendix G.

- **Typical Day:** As shown in Table 1 of Appendix G, on a Typical Day, approximately 42 daily trips, 9 AM peak hour trips and 9 PM peak hour trips are generated by the Project Site. Therefore, the existing Typical Day operations meet the screening criteria for generating less than 110 vehicle trips per day. Therefore, impacts related to VMT are less than significant.
- **Type 1 Special Event**: As shown in Table 2 of Appendix G, during Type 1 Special Events (which occur under existing conditions), approximately 109 daily trips, 85 AM peak hour trips and 20 PM peak hour trips are generated. Therefore, existing Type 1 Special Event operations meet the screening criteria for generating less than 110 vehicle trips per day. It should be noted that a Type 1 Special Event would occur up to six times a year, hence the trip generation estimate of 109 daily trips would occur only few times per year. Therefore, impacts related to VMT are less than significant.
- **Type 2 Special Event**: As shown in Table 3 of Appendix G, the Proposed Project would generate approximately 300 on-site daily trips, 146 on-site AM peak hour trips and 146 on-site PM peak hour trips. The off-site trip generation is estimated to be approximately 2,000 daily trips, 1,000 AM peak hour trips and 1,000 PM peak hour trips. The total trip generation (on-site plus off-site) is estimated to be approximately 2,300 daily trips, 1,146 AM peak hour trips and 1,146 PM peak hour trips. These special events would occur only once or twice a year for one to two days over the weekend; thus, trips would not occur daily. No permanent residents or employees would be added to the Project Site. Therefore, the Type 2 Special Event would not generate permanent daily trips or an increase in daily VMT. The VMT generated by visitors attending a Type 2 Special Event would be temporary and when its trips are annualized, would result in nominal daily trips (i.e., 25 daily trips, 13 AM peak hour trips and 13 PM peak hour trips). Therefore, a Type 2 Special Event would also screen out of conducting a detailed VMT analysis because it would generate less than 110 daily trips (when annualized) and impacts related to VMT would be less than significant.

Conclusion

As shown in the trip generation and VMT screening analysis, the trips generated on a Typical Day, Type 1 Special Event day, and Type 2 Special Event day would be screened from conducting a VMT assessment because there would be less than 110 daily trips, meeting OPR's screening criteria for small projects. Therefore, the Proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and impacts would be **less than significant**.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Regional access to the Proposed Project is provided by I-80, SR 275/Tower Bridge Gateway and SR 84. The Tower Bridge is approximately 0.5 miles east of the Project Site via SR 275, which connects the City of West Sacramento to the City of Sacramento to the east and provides access to I-80. The existing roadways of West Capitol Avenue to the north, Merkley Avenue/El Rancho Court to the west, and Grand Street to the east of the Proposed Project provide local access to the Project Site.

The Project Site's existing pedestrian and internal vehicular circulation system would be modified and expanded to provide additional connections between the Project Site and the adjacent public streets. Fire equipment and vehicles, passenger buses, and passenger vehicles would access the Project Site through four access driveways:

- Merkley Avenue/Project Driveway (north)
- El Rancho Court/Project Driveway (south)
- Project Driveway (west)/West Capitol Avenue
- Project Driveway (east)/West Capitol Avenue

The existing main entrance to the CDR campus off Merkley Avenue would be updated to meet the City's design standards, including compliance with the Fire Code, and serve as an access point for the WSFD. The Project proposes an additional gated entry south of the existing Merkley Avenue entrance, along El Rancho Court, which would serve as the primary entrance for non-parking shuttle drop-off and pick-up (buses, taxis, TNCs, etc.) during special events. The two new access points located on West Capitol Avenue include a gated driveway and, farther east, a gated entry used for bus parking. Additionally, two new bus drop-offs would double as fire department turnarounds that would be added to the southwestern portion of the Project Site. The Proposed Project would require off-site improvements to widen El Rancho Court along the Project Site frontage with new paving, curb and sidewalk. The site plan would be reviewed by the Fire Department and Planning Department and would be approved by the City's decisionmakers.

Access for construction-related traffic (workers and trucks) to the Project Site would be from the existing roadways described under item 'a' above. Construction activities and operation of the Project would not result in a permanent change to the existing or planned circulation system in the city. All required staging and parking areas related to Project construction would be located on the Project Site. As previously discussed, for any construction work in the public right-of-way and roadway improvements at Project driveways, the Project construction contractor would obtain required encroachment and transportation permits from the City's Department of Public Works. If required, the contractor shall prepare and implement traffic control plans per WSPD and WSFD requirements for safety and fire suppression and emergency services. Access to bike, pedestrian and transit facilities would be maintained during construction.

All on-site roadway improvements required as a result of the Project would be designed and constructed in accordance with all applicable design standards and practices. A TMP (included in Appendix G) would be implemented during Type 2 Special Events to manage ingress and egress from the Project Site and at critical intersections around the Project site as well as the Ziggurat building parking garage. The TMP includes strategies on pre- and post-event traffic control, temporary traffic signal timing modifications,

traffic control officers, loading zones, parking lot access, and truck deliveries. On-site and off-site parking supply, ADA parking, staff/volunteer parking, access routes, and parking payment and restrictions are addressed in the TMP. The TMP includes a description of how the off-site shuttles would operate and identifies designated pick-up/drop-off zones. A one-way movement for shuttles, inbound only from the Merkley Avenue Project driveway and outbound via West Capitol Avenue is also proposed during the Type 2 Special Event, as a temporary circulation pattern., All stakeholders (i.e., DRBA, Department of Public Works, WSPD, and WSFD) should continuously evaluate the strategies provided and refine the measures provided in the TMP, if necessary. If modifications to the TMP prove necessary to improve conditions observed in and around the Project Site, DRBA would discuss with the City to adjust the TMP accordingly as part of the special event permit process. DRBA and the City would meet annually to assess the effectiveness of the TMP and coordinate on any adjustments. If off-site improvements to the vehicle network occur and significantly alter travel patterns and/or anticipated off-site parking facility access, DRBA and the City would meet to coordinate and adjust the plan as necessary.

There are no hazardous design features that would be included as part of the improvements described above and the Proposed Project does not include any incompatible uses. Therefore, impacts associated with hazardous design features or incompatible uses in conjunction with the Project would be **less than significant**.

d) Would the project result in inadequate emergency access?

As mentioned above, the Project currently has one full access driveway (Merkley Avenue) and would have three new entrance/egress driveways (two along West Capitol Avenue and one along El Rancho Court) with access restrictions for bus parking during special events. However, in the event of an emergency all driveways would enable vehicles to enter/exit the Project Site. The internal streets**,** including two new bus drop-offs that double as fire department turnarounds, would be designed with adequate width and turning radius to facilitate access by the City's firefighting apparatus, and to provide emergency ingress and egress. The site plan would be subject to review by the WSFD to ensure proper access for fire and emergency response is provided and required fire suppression features are included. Therefore, the Project would not have inadequate emergency access and impacts would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Assembly Bill (AB) 52, signed by Governor Brown in September 2014, established a new class of resources under CEQA: "tribal cultural resources." AB 52, as provided in Public Resource Code Sections 21080.3.1, 21080.3.2, and 21082.3, requires that lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation once the lead agency determines that the application for the project is complete, prior to the issuance of a Notice of Preparation of an EIR or Notice of Intent to adopt a Negative Declaration or MND.

The Native American Heritage Commission (NAHC) was contacted to request a Sacred Lands File search for known tribal cultural resources within or near the Project Site. The results of the search returned by the NAHC on June 7, 2023, were positive for tribal cultural resources in the Project vicinity. The NAHC provided contact information for tribal members and organizations affiliated with the region and recommended they be contacted for more information on the potential for Native American cultural resources within or near the Project area. The following tribes were contacted for consultation under AB 52:

- Cortina Rancheria - Kletsel Dehe Band of Wintun Indians
- Buena Vista Rancheria of Me-Wok Indians
- Shingle Springs Band of Miwok Indians
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria

- Yocha Dehe Wintun Nation

On October 24, 2023, the United Auburn Indian Community (UAIC) requested consultation. Tribal consultation with UAIC concluded by mutual agreement on June 13, 2024. The Shingle Springs Band of Miwok Indians and Yocha Dehe Wintun Nation also requested consultation. The City conducted an initial consultation meeting with Shingle Springs on February 6, 2024 and Yocha Dehe on March 25, 2024. The City followed up with both Yocha Dehe and Shingle Springs multiple times with no response and thus tribal consultation ended unilaterally.

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

Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Project construction activities would involve ground disturbance associated with demolition, construction of a new Temple Building, and other site improvements. The NAHC Sacred Lands File search returned positive results for the presence of tribal cultural resources in the Project vicinity and therefore the Project may have potential to adversely impact the significance of a tribal cultural resource. MM-TCR-1 includes a Workers Environmental Awareness Program (WEAP) and Tribal Cultural Resource Sensitivity Training for construction personnel to provide detail on the kinds of cultural materials that may be encountered during construction and the proper procedure to follow in the event this were to occur. MM-TCR-2 requires that a certified tribal monitor is present during ground-disturbing activities and that appropriate management strategies are implemented (e.g., impact avoidance, preservation in place, recordation). Lastly, MM-TCR-3 describes the proper procedure in the event human remains, including those of Native American origin, are discovered during ground-disturbing activities. Compliance with these mitigation measures would ensure that impacts to tribal cultural resources are **less-than-significant with mitigation**.

Mitigation Measures

Implementation of MM-TCR-1 would reduce impacts to tribal cultural resources by conducting a training program for construction personnel.

TCR-1: Workers Environmental Awareness Program (WEAP) and Cultural Resource Sensitivity Training. Prior to any ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits, the Applicant or contractor shall retain a tribal representative, as assigned by the consulting tribe(s). The Tribal Representative shall conduct a Workers Environmental Awareness Program (WEAP) and Tribal Cultural Resource Sensitivity Training for all

construction personnel and monitors who are not trained archaeologists. In attendance shall be designated archaeologists.

The training session shall focus on the tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in the event of an unanticipated discovery. A basic presentation shall be prepared and presented by the Tribal Representative to inform all personnel working on the Project about the cultural sensitivity of the area. The purpose of the WEAP training is to provide specific details on the kinds of cultural materials that may be identified during construction of the Project and explain the importance of and legal basis for the protection of significant tribal cultural resources. Each worker shall also learn the proper procedures to follow in the event that tribal cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the on-call archaeologist and if appropriate, Tribal representative. Necessity of training attendance shall be stated on all construction plans.

Implementation of MM-TCR-2 would reduce impacts to tribal cultural resources by retaining a certified tribal monitor to monitor earthmoving activities. If a tribal cultural resource is found, the tribal monitor would evaluate the significance of the find, determine whether additional study or other efforts are warranted.

TCR-2: Tribal Monitoring. Prior to any ground disturbance, including site clearing, building demolition, grading and trenching, the Project Applicant or their contractor shall ensure that a Secretary of the Interior qualified archaeologist and a certified tribal monitor is present to monitor earthmoving activities. If any archaeological resource of Native American origin or association or tribal cultural resource (TCR) (i.e., sites, features, or artifacts) are exposed during ground-disturbing activities all construction occurring within 100 feet of the find shall immediately stop until the tribal monitor, determines if the find is a TCR, evaluates the significance of the find, and determine whether or not additional study is warranted.

Temporary flagging or staking may be required around the resource to avoid any disturbance from construction equipment. The work exclusion buffer may be adjusted based on the recommendation of the Tribal Monitor. The feasibility of avoidance and preservation in place of any identified TCR shall be evaluated prior to considering other management strategies that may be implemented. Significant resource sites shall be subject to appropriate measures (e.g., impact avoidance, preservation in place, recordation). Appropriate treatment of TCRs may include but is not limited to:

- Recordation of the resource(s)
- Avoidance and preservation of the resource(s)

Recovery and reburial of the resource(s) onsite or in a feasible off-site location in a designated area subject to no future disturbance. The location of the reburial shall be acceptable to the tribe(s).

If the tribal monitor identifies a potential TCR, additional efforts such as preparation of a treatment plan or testing, may be warranted prior to allowing construction to proceed in this area. Any data recovery shall be consulted on and agreed upon by the tribe(s). All management strategies recommended by the designated tribal representative and/or Tribal Historic Preservation Officer

(THPO) shall be approved by the City of West Sacramento Community Development Director. The Project Applicant or their contractor shall then adhere to the management strategies approved by the City. Ground-disturbing activities may resume once the management strategies have been implemented to the satisfaction of the City's Community Development Director and the tribe(s).

Implementation of MM-TCR-3 would reduce impacts regarding human remains by ensuring that proper procedure is followed in the event of discovery.

TCR-3: Human Remains. If human remains are discovered during ground disturbance, including site clearing, building demolition, grading and trenching, all ground-disturbing activity within 100 feet of the remains shall be halted immediately, and the City of West Sacramento (City) and the Yolo County coroner shall be notified immediately. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The Most Likely Descendant - designated tribal repetitive(s) and/or Tribal Historic Preservation Officer (per MM-TCR-2) shall conduct a field investigation of the area, if required, and facilitate communication between the landowner and the Most Likely Descendant, if any, identified by the NAHC. As necessary or otherwise requested, a Secretary of the Interior qualified archeologist, may provide professional assistance to the Most Likely Descendant or designated representative(s), including the excavation and removal of the human remains. All actions shall require coordination with processes stipulated by MM-CUL-1: Protection of Known and Unknown Archaeological Resources. The City shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of state law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The Project Applicant and their contractor shall implement approved mitigation, to be verified by the City, before the resumption of ground-disturbing activities within 100 feet of the boundaries of the sensitive area defined by the investigation where the remains were discovered.

If the archaeologist working in coordination with the tribe(s) determines that some or all of the affected property qualifies as a Native American Cultural Place, including a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (Public Resources Code Section 5097.9) or a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Public Resources Code Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (Public Resources Code Section 5097.993), the archaeologist, working in coordination with the tribe(s) shall recommend to the City potentially feasible mitigation measures that would preserve the integrity of the site or minimize impacts to it, including any or a combination of the following:

- Avoidance, preservation, and/or enhancement of all or a portion of the Native American Cultural Place as open space or habitat, with a conservation easement dedicated to the most interested and appropriate tribal organization, if such an organization is willing to accept and maintain such an easement, or alternatively, a cultural resource organization that holds conservation easements;

- An agreement with any such tribal or cultural resource organization to maintain the confidentiality of the location of the site so as to minimize the danger of vandalism to the site or other damage to its integrity; or
- Other measures, short of full or partial avoidance or preservation, intended to minimize impacts to the Native American Cultural Place consistent with land use assumptions and the proposed design and footprint of the development project for which the requested grading permit has been approved.

After receiving such recommendations, the City shall assess the feasibility of the recommendations and impose the most protective mitigation feasible in light of land use assumptions and the proposed design and footprint of the development. In reaching conclusions with respect to these recommendations, the City shall consult with both the Project Applicant and the most interested and appropriate tribal organization.

3.19 Utilities and Service Systems

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

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The Proposed Project would be served by existing City water infrastructure, wastewater collection and treatment facilities, stormwater drainage, electric power, natural gas, and telecommunications infrastructure near the Project Site.

Water

Potable water and irrigation water would be provided by the City's public water system (as under existing conditions). According to the 2020 Urban Water Management Plan (UWMP), the City's surface water assets are wholly derived from the Sacramento River (City of West Sacramento 2020). While the City has access to groundwater supplies and has previously used groundwater from the Yolo Subbasin as its primary source of water, this supply is now preserved to supplement deficits in the surface water system. The Project would tie into existing potable water connections in adjacent roadways and would not require any new or expanded facilities. The Project would also pay a water system connection fee which would ensure that the development pays its fair share of the costs associated with providing water system capacity.

Domestic water use (not including irrigation) is assumed to be equal to the Project's wastewater generation. A Sanitary Sewer Capacity Study prepared by JTS Engineering Consultants for the Project estimated an average dry weather flow of 71,100 gallons per day assuming temple attendance of 2,000 visitors, which would only occur during Type 2 Special Events and represents the most conservative scenario for the Project (Appendix H). On an average day with no special events, there would be 20 to 150 visitors/participants at the site. Landscape water demand would be reduced by compliance with the City's Landscape Development Guidelines and CALGreen Model Water Efficient Landscape Ordinance requirements. The UWMP demonstrates that the City has reliable water supply through 2045 including in drought conditions (five consecutive dry years). Annual supplies currently exceed City water demands by at least 9,552 acre-feet per year (City of West Sacramento 2020, Table 5-3). Impacts related to water facilities would therefore be **less than significant**.

Wastewater

The Project Site is currently served by the City's sewer system. A new on-site sanitary sewer pump station and force main is proposed for the Temple Building. As previously discussed, the Project is estimated to have an average dry weather flow of 71,100 gallons per day assuming temple attendance of 2,000 visitors, which would only occur during Type 2 Special Events and represents the most conservative scenario for the Project (Appendix H). The peak dry weather flow during Type 2 Special Events would be 213,300 gallons per day, assuming a peaking factor of 3.0. On an average day with no special events, there only would be 20 to 150 visitors/participants at the site which would decrease wastewater generation substantially. Nonetheless, the Sanitary Sewer Capacity Study determined that the sewer pipelines have adequate capacity to serve the Project, even during Type 2 Special Events.

Collected wastewater is diverted to the City's conveyance system and treated at the Sacramento Regional Wastewater Treatment Plant. (SRWTP) According to the City's General Plan EIR, the existing capacity of the SRWTP will be sufficient for the next 40+ years due to installation of water meters and adoption of water

conservation mandates (City of West Sacramento 2016b). The Project would also pay a sewer system connection fee which would ensure that the development pays its fair share of the costs associated with providing sewer system capacity. The Project would not require the relocation or construction of new or expanded City wastewater infrastructure and impacts would be **less than significant.**

Stormwater

As described in Section 3.10, Hydrology and Water Quality, the Proposed Project would not result in a substantial increase of surface runoff above existing conditions. The Project is proposing up to five on-site bioretention basins located on the south and east ends of the Project Site that would collect stormwater for treatment. There would be no need for the Project to result in new or expanded City stormwater drainage infrastructure and impacts would be **less than significant.**

Other Utilities

PG&E provides electricity and gas services in the city. As discussed in Section 3.6, Energy, the Project is anticipated to consume approximately 1,087 GWh of electricity and 41,216 therms of natural gas per year which would represent a 0.06% and 0.07% increase in demand for electricity and natural gas in PG&E's service area (that includes the County), respectively. The Project would not represent a significant demand on electricity or natural gas supplies that would require additional capacity. The Proposed Project would comply with the most current Title 24 California Building Code/Code of Regulations, CALGreen Code, and energy standards at the time of building construction, as amended by the state and City. The Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. The Project would connect to existing telecommunications services at the Project Site and would not require the construction or new facilities or expansion of existing facilities. Therefore, no new or expanded facilities would need to be built and impacts would be **less than significant**.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

As discussed above in item 'a,' Project development would not exceed current available and projected water supply during normal, dry, and multiple dry years, and demand would be further reduced through compliance with measures for water efficiency. As such, the Proposed Project would not require the City to increase its existing water entitlements. For these reasons, impacts associated with water supply for the Project would be **less than significant**.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Refer to the answer provided in 'a' above.

d-e) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Waste Management provides solid waste disposal and recycling in the city. According to the City's General Plan, collected waste is brought to the Yolo County Central Landfill, which is expected to have adequate capacity until at least 2045 (City of West Sacramento 2016b).

AB 939 requires local jurisdictions to develop and implement a solid waste management program. California Public Resources Code Section 41780(a)(2) also requires cities and counties to divert 50% of solid waste produced within their respective jurisdictions through source reduction, recycling, and/or composting activities. The City's solid waste management program satisfies these requirements through various diversion and recycling initiatives including three-cart recycling and other programs through their contract with Waste Management. The Project does not contain any uses that would generate a substantial increase in solid waste and construction debris would be disposed of in accordance with applicable regulations and policies, including General Plan Policy PFS-5.8 which requires projects to recycle or salvage 70% of non-hazardous construction and demolition debris. Therefore, the Project would have a **less-than-significant impact** regarding solid waste standards and would not exceed the capacity of local infrastructure.

Mitigation Measures

No mitigation measures are required.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

The City of West Sacramento, which includes the Project Site, is within a LRA and does not contain any very high fire hazard severity zones (CAL FIRE 2024). The entire City is an urbanized area and there are no wildlands in close proximity to the site.

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

As discussed in Section 3.9, Hazards and Hazardous Materials, the Project would not interfere with the City's EOP. The Project does not include any operations or activities that would potentially interfere with or impair emergency response or evacuation plans. Fire suppression services at the Project Site would continue to be provided by the WSFD. Additionally, as stated in the General Plan EIR, existing City requirements for construction projects require signage and an access plan to ensure continued emergency access during construction (City of West Sacramento 2016b). Therefore, impacts would be **less than significant**.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The Project Site is not within or near a very high fire hazard severity zone (CAL FIRE 2024). The Project Site is located in a developed area of the City and is developed with buildings and other urban uses. The Project Site does not adjoin any open grasslands or large swaths of vegetation that pose a wildfire hazard. Furthermore, the risk of wildfire can be reduced through Fire Code-compliant design to ensure state and local fire safe regulations are implemented. Fire suppression services in the Project area would continue to be provided by the WSFD. Because the Project Site is not in or near an area of high fire hazard severity, adequate fire protection services would be provided by the WSFD, and the Project would be designed to be Fire Code-compliant, this impact would be **less than significant**.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

As described in Section 3.9, Project-level wildfire risks are low, as the site is not within a very high fire hazard severity zone and the area surrounding the Project Site is developed with urban uses. The Project would require utility extensions; however, this would not exacerbate fire risk as the Project Site is located in an area that is already served by existing utilities and infrastructure. Therefore, the Project would have a **less-than-significant impact** regarding fire risk associated with new infrastructure.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The Project Site is relatively flat and located within an urbanized area that does not contain a significant risk of flooding, landslides, slope instability, or drainage changes. As noted in Section 3.7, Geology and Soils, the Project would have a **less-than-significant impact** regarding landslides and flooding, and would not expose people or structures to significant risks in the event of a post-fire situation.

Mitigation Measures

No mitigation measures are required.

3.21 Mandatory Findings of Significance

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

a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

As discussed in Section 3.3, the Proposed Project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, the removal of trees on the Project Site may result in impacts to nesting birds. This impact can be reduced to less than significant through compliance with MM-BIO-1 which requires preconstruction surveys to identify any nests and for appropriate buffers to be established if nesting birds are identified if construction occurs during the nesting season. The Project would also be required to plant replacement trees, and to protect retained trees from encroachment impacts in compliance with MM-BIO-2. Biological resources impacts would be **less-than-significant with mitigation.**

The Project could unearth unknown subsurface cultural or tribal cultural resources during construction. To ensure that cultural and tribal cultural resources impacts are less than significant, Mitigation Measures CUL-1 and TCR-1, TCR-2, and TCR-3 are required to ensure the proper protocol is followed in the event any cultural or tribal cultural resources are discovered during construction. Thus, impacts would be **less-than-significant with mitigation**.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

The analysis provided throughout this IS/MND demonstrates that the Project's contribution to existing cumulative impacts would be reduced to less-than-significant levels through mitigation and would not be considered to have a large enough contribution to be cumulatively considerable; therefore, the Project's contribution to any existing cumulative impacts would be **no impact** or **less-than-significant with mitigation**.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The analysis provided throughout this IS/MND identifies Project impacts that may be potentially significant and identifies mitigation measures that would reduce impacts to a **less-than-significant level with mitigation**.

4 References and Preparers

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4.2 List of Preparers

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