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CITY OF WEST SACRAMENTO

GENERAL PLAN 2021–2029 HOUSING ELEMENT UPDATE INITIAL STUDY

Prepared for:
City of West Sacramento

AECOM

September 2020

Draft
City of West Sacramento
General Plan 2021–2029 Housing Element Update Initial Study

Prepared for:
City of West Sacramento
Economic Development and Housing Department

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ACRONYMS AND OTHER ABBREVIATIONS

AB	Assembly Bill
CEQA	California Environmental Quality Act
City	City of West Sacramento
CNEL	community noise equivalent level
EIA	U.S. Energy Information Administration
EIR	Environmental Impact Report
GHG	greenhouse gas
HCP	Habitat Conservation Plan
MRZ	mineral resource zone
NCCP	Natural Community Conservation Plan
PG&E	Pacific Gas & Electric Company
YSAQMD	Yolo-Solano Air Quality Management District

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1 SUMMARY

PROJECT INFORMATION		
1. Project Title:	City of West Sacramento 2021-2029 Housing Element Update	
2. Lead Agency Name and Address:	City of West Sacramento, Economic Development and Housing Department, 1110 West Capitol Avenue; 3rd Floor, West Sacramento, CA 95691	
3. Contact Person and Phone Number:	Elijah Ortega, Community Investment Specialist, (916) 617-4555	
4. Project Location:	City of West Sacramento	
5. Project Sponsor's Name and Address:	City of West Sacramento	
6. General Plan Designation:	Various	
7. Zoning:	Various	
8. Description of Project:	<p>The Housing Element Update addresses current demographic and housing trends; ensures that the City can accommodate its regional housing needs; and incorporates policies and programs that reflect new Statewide requirements, funding programs, and guidance. The Housing Element Update does not propose construction of new development that would result in physical environmental effects. The location of future housing development will continue to be guided by the City of West Sacramento General Plan Update land use designations and City zoning code.</p>	
9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)	<p>The City of West Sacramento is located in eastern Yolo County and encompasses 21.4 square miles. The City is bound by the Sacramento River on the east and northeast and the Sacramento Deep-Water Ship Channel on the west and southwest. The Yolo Bypass is west of the City and the Sacramento Bypass Area is northwest. The City of Sacramento is directly east of the City, east of the Sacramento River. Interstate 80 crosses the northwestern part of the City and U.S. Highway 50/Capital City Freeway bisects the city east-west through the center of town.</p>	
10: Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	California Department of Housing and Community Development	
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:		
<p>The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.</p>		
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology / Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology / Water Quality
<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population / Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation / Traffic	<input type="checkbox"/> Utilities / Service Systems	<input type="checkbox"/> Mandatory Findings of Significance
		<input type="checkbox"/> None with Mitigation

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 **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

9/24/2020

Date

J. Matthew Gerken

Printed Name

Project Manager

Title

On behalf of the City of West Sacramento

Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify: the significance criteria or threshold, if any, used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significance.

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2 PROJECT DESCRIPTION

2.1 BACKGROUND

As an element of the West Sacramento General Plan, and in accordance with the California Government Code, the Housing Element presents a comprehensive set of housing policies and programs to address identified housing needs for City of West Sacramento (City). The housing element is one of the seven required general plan elements mandated by California state law. State law requires that each city and county adopt a housing element that conforms to the detailed statutory requirements established in Article 10.6 (Sections 65580 to 65589.8) of the Government Code, and which must be updated every four to eight years.

2.2 PURPOSE

The purpose of the Housing Element Update is to revise the 2013–2021 Housing Element to reflect current conditions and changes in State and local policies and programs since the previous Housing Element was adopted in 2013. This Housing Element Update will cover the 6th cycle for planning period 2021 – 2029, and builds on the City’s achievements and successes since 2013 when the last Housing Element was adopted. It replaces the Housing Element corresponding to the planning period of 2013 to 2021 that was adopted by City Council and certified by the California Department of Housing and Community Development in 2013.¹

2.3 PROJECT DESCRIPTION

Consistent with the 2035 General Plan, this Housing Element focuses on the concept of “complete communities” that provide for the basic needs of all residents, including access to public and private services and jobs, a variety of mobility choices, and community design that supports active lifestyles and social interaction.

With this Housing Element Update the City will redouble its efforts to facilitate an appropriate range of housing types with affordable transportation options and access to jobs and services. As noted in the 2035 General Plan Vision and City’s Community Investment Action Plan, the City will pursue creative interventions, fiscally prudent risk taking, and innovative financing and other incentives to spur compact housing and mixed-use development along the West Sacramento Riverfront. The City will also facilitate context-sensitive infill opportunities for housing in existing neighborhoods and plan for a broad range of housing types in each of the City’s new growth areas.

This Housing Element Update is organized around key themes and initiatives, consistent with the 2035 General Plan, such as:

- ▶ Providing a full range of quality housing choices that provide a sense of local identity and pride.
- ▶ Offering a diversity of safe, affordable, convenient, and sustainable transportation options that contribute to a healthy community.

¹ The City’s existing Housing Element is available online for review at:
<https://blob.cityofwestsacramento.org/civica/filebank/blobload.asp?BlobID=9878>

- ▶ Ensuring that housing on both sides of the Sacramento River are part of a strong, vibrant, healthy, transit-oriented, and sustainable metropolitan downtown core.
- ▶ Continuing to add significant employment opportunities accessible to West Sacramento residents through multiple transportation options.
- ▶ Continuing to grow the City’s downtown as an active, mixed-use commercial/residential core.
- ▶ Growing the City with pedestrian- and transit-friendly villages that provide a wide range of amenities for households of all income levels and backgrounds.
- ▶ Building new neighborhoods with their own identity and character, but that are connected to the city as a whole.
- ▶ Supporting the City’s public-nonprofit-private partnerships, which have produced affordable housing, and affordable-by-design housing, particularly in targeted reinvestment areas.

The Housing Element Update reflects current conditions and trends, including the ongoing statewide housing affordability crisis, as well as new state regulations, funding programs, and guidance that have been adopted or updated related to housing. This includes, among other things:

- ▶ Require housing elements to demonstrate how cities and counties are Affirmatively Furthering Fair Housing;²
- ▶ Encourage cities and counties to streamline and incentivize housing development;
- ▶ Provide additional funding to create and preserve affordable housing;
- ▶ Require cities to zone more appropriately for their share regional housing needs and in certain circumstances require by-right development on identified sites; and
- ▶ Require greater documentation of suitability when non-vacant sites are used to meet housing needs, particularly for lower income housing.³

Among the City’s initial steps to meet new state requirements are adoption of the 2035 General Plan (2016) and significant changes to its zoning code to accelerate housing production, including affordable housing, to ensure the availability of adequate sites for housing for all income groups. The City has also improved infrastructure and public amenities, such as greater access to public transit, new and improved parks and open spaces, new pedestrian and bicycle facilities, and improved amenities for neighborhoods bordering the riverfront.

This Housing Element demonstrates how West Sacramento will meet new recommendations and requirements, while also continuing the momentum under the previous Housing Element and the 2035 General Plan. The Housing Element’s programs address:

- ▶ adequate sites at appropriate densities to provide for future housing needs

² Source: U.S. Department of Housing and Urban Development at <https://www.huduser.gov/portal/sites/default/files/pdf/AFFH-Fact-Sheet.pdf>

³ Source: California Department of Housing & Community Development <https://www.hcd.ca.gov/policy-research/housing-package/cahp-faq.shtml>

- ▶ inclusionary housing
- ▶ density bonuses for affordable housing
- ▶ funding to encourage infill, high-density, transit-oriented housing developments
- ▶ accessory dwelling units
- ▶ federal and state funding applied to meet local housing needs
- ▶ manufactured homes with permanent foundations on individual lots and subdivisions and in manufactured home parks in all residential zoning districts
- ▶ homebuyer assistance for low- and moderate-income households
- ▶ regulatory and financial incentives to develop, acquire, rehabilitate, and/or manage housing affordable to extremely low-, very low, low-, or moderate-income households
- ▶ constraints to the development of housing, particularly affordable housing
- ▶ design standards to encourage denser development
- ▶ housing rehabilitation assistance to very low- and low-income homeowners
- ▶ mitigating the loss of very low- and low-income housing units
- ▶ maintaining and upgrading manufactured homes located in manufactured home parks
- ▶ mobile home park strategies
- ▶ community resilience and sustainability
- ▶ promoting mixed-use residential/commercial development
- ▶ on- and off- site infrastructure subsidies for affordable housing projects
- ▶ priority for water and sewer service for affordable housing
- ▶ participation in the Yolo County Homeless Coordination Project
- ▶ cooperation on subsidized rental assistance program
- ▶ housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, disability, familial status, source of income, or sexual orientation
- ▶ transitional and supportive housing by right
- ▶ accessibility in their project designs over and above State requirements for individuals with physical, mobility, and sensory impairments.

- ▶ accessibility considerations in the City’s capital improvement plan and the allocation of funding
- ▶ housing rehabilitation programs that benefit mobility and visually impaired occupants
- ▶ special housing needs for seniors, large and multigenerational families, female-headed households, single-parent households with children, persons with disabilities and developmental disabilities, homeless individuals and families, farmworker families, and other disadvantaged persons or families with special housing needs
- ▶ measures to ensure against displacement
- ▶ permit processing procedures for farmworker housing do not conflict with Health and Safety Code Sections and 17021.5 and 17021.6

The Housing Element Update does not propose new development that would result in physical changes to the environment. No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan Environmental Impact Report (EIR). No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code.

2.4 REQUIRED APPROVALS

Implementation of the Housing Element Update would require the following discretionary actions by the City of West Sacramento City Council:

- ▶ Certification of the Initial Study and
- ▶ Adoption of the Housing Element for the City of West Sacramento through the General Plan Amendment process.

In addition to adoption by the City of West Sacramento City Council, the Housing Element Update will be submitted for review by the California Department of Housing and Community Development.

3 ENVIRONMENTAL CHECKLIST

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.1.1 ENVIRONMENTAL SETTING

West Sacramento is composed mostly of suburban and rural development and agricultural open space with some light commercial and industrial development, educational facilities, and riparian corridors. Older, medium-density development is centered on the Interstate 80 and Jefferson Boulevard transportation hub, north of the Deep Water Ship Channel; older, low-density rural development is south of the Deep Water Ship Channel; and newer development built within the last decade includes larger tract developments mostly south of the Deep Water Ship Channel and smaller infill development north of the Deep Water Ship Channel.

3.1.2 DISCUSSION

a) through d)

The project includes revisions to housing policy and programs, and does not propose new development that would result in physical changes affecting scenic vistas, visual character, and light and glare. There are no federal, State, or locally-designated scenic roadways within the West Sacramento city limits. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. Future housing projects will continue to be reviewed through the

City's entitlement process and California Environmental Quality Act (CEQA) to ensure that existing views and aesthetic conditions are preserved to the extent possible, and that future housing projects are consistent with all relevant City General Plan goals and policies. Future development will also be considered based on the revised 2019 Appendix G checklist question c) that considers the degradation of existing visual character or quality of public views of the site and its surroundings. Therefore, the proposed project would have **no impact** related to aesthetics.

3.2 AGRICULTURE & FORESTRY RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forestry Resources.				
<p>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, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.1 ENVIRONMENTAL SETTING

Active agricultural uses within West Sacramento are located predominantly in the southern portion of the Planning Area. Principal crops include wheat, alfalfa, miscellaneous vegetables, and fruits. There is no forest land in the city or adjoining it.

Agricultural land within the West Sacramento includes both Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. Lands designated as Prime Farmland and Unique Farmland correspond to lands zoned for agricultural uses. There are no Williamson Act contract lands within the city.

3.2.2 DISCUSSION

a) through e)

The project includes revisions to housing policy and programs, and does not propose new development that would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; conflict with existing zoning for agricultural use; or involve other changes in the environment that could cause the conversion of agricultural land to non-agricultural uses. There are no Williamson Act contract lands within the City. There is no forest land in the city or adjoining it or lands zoned as forestland, timberland, or a Timberland Production Zone. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with all relevant City General Plan goals and policies. Therefore, the proposed project would have **no impact** related to agricultural resources.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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 on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3.1 ENVIRONMENTAL SETTING

West Sacramento is within the Sacramento Valley Air Basin, in which air quality does not meet some State and federal health standards—specifically State standards for ozone and particulate matter and federal standards for ozone. West Sacramento is under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD), which monitors and regulates air quality in the planning area and regulates air pollution emissions of commercial and industrial operations.

The YSAQMD is part of the Sacramento Regional 2008 National Ambient Air Quality Standards 8-Hour Ozone Attainment and Reasonable Further Progress Plan. The 8-Hour Ozone Plan is intended to encourage infill development and growth patterns that promote alternatives to the automobile.

3.3.2 DISCUSSION

a) through d)

The project includes revisions to housing policy and programs, and does not propose new development that would result in physical changes that could conflict with an applicable air quality plan, increase criteria air pollutants, expose sensitive receptors to substantial pollutant concentrations, or result in other emissions adversely affecting a substantial number of people. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No

changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with local, State, and federal air quality standards and that future housing projects are consistent with all relevant City General Plan goals and policies, including those that would avoid locating housing near sources of substantial pollutant concentrations. Therefore, the proposed project would have **no impact** related to air quality.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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 the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.4.1 ENVIRONMENTAL SETTING

There are 24 special-status plant species, 13 special-status wildlife species, and nine special-status fish species that occur in or near the Planning Area. Sensitive natural communities in the City consist of Valley oak woodland and foothill riparian habitat as well as State- and federally protected wetlands and other waters.

The Yolo Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) coverage area encompasses the whole of Yolo County. The Yolo HCP/NCCP provides a framework to improve conservation of natural resources, including endangered species habitat, while streamlining the permitting process for planned development, infrastructure, and maintenance activities by replacing the individual project system of permitting and mitigation with a countywide mitigation and conservation program that comprehensively coordinates the implementation of permit requirements.

3.4.2 DISCUSSION

a) through f)

The project includes revisions to housing policy and programs, and does not propose new development that would result in physical changes affecting biological resources. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure compliance with federal and State regulations and local policies and ordinances related to biological resources; ensure consistency with the Yolo HCP/NCCP, as appropriate; and ensure consistency with all relevant City General Plan goals and policies. Therefore, the proposed project would have **no impact** related to biological resources.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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 Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.5.1 ENVIRONMENTAL SETTING

Although the Sacramento Valley may have been inhabited by humans as early as 10,000 years ago, the evidence for early human occupation is likely buried by deep alluvial sediments that accumulated rapidly during the late Holocene Epoch. Later periods of prehistory are better understood because of their more abundant representation in the archaeological record. Three general patterns of cultural manifestations have been identified for the period between 4500 and 100 B.P.: the Windmill, Berkeley, and Augustine Patterns.

The Sacramento River played an important role in the development of Yolo County prior to and during Euroamerican occupation of the region. The river was a convenient landmark for the early explorations that also facilitated reconnaissance of the Sacramento Valley. River traffic through the West Sacramento area became more frequent between 1839 and 1848 with the establishment of John Sutter’s fort at his New Helvetia Rancho, as well other settlements upriver. The 1848 gold discovery at Coloma, however, was responsible for the vast increase in Sacramento River traffic through the 1850s.

Present-day West Sacramento experienced little growth until the early 1900s, when levee construction along the Sacramento River encouraged settlement and development of the area. Following World War I, West Sacramento remained an unincorporated area populated primarily by small farms and a handful of industries. By the 1920s, the main east-west transcontinental highway (U.S. Highway 40, now West Capitol Avenue) extended through West Sacramento; within a few years several hotels and motels were constructed along its route through town. During World War II, factories and other industries began to prosper along the west bank of the Sacramento River. Following the war, the region—like much of the state—experienced a housing boom that would last for several decades. In 1987, after numerous attempts, the City of West Sacramento was officially incorporated. The new city included the former communities of Broderick, Bryte, and surrounding urban and rural areas on the west side of the Sacramento River into Southport.

At least 194 cultural resources studies of varying sizes have been conducted within the West Sacramento city limits. Recorded resources within West Sacramento comprise 71 historic era resources and 10 prehistoric resources (City of West Sacramento 2016).

3.5.2 DISCUSSION

a) through c)

The project includes revisions to housing policy and programs, and does not propose new development that would result in physical changes that could affect a historical resource or an archaeological resource or disturb human remains. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. Future housing projects will continue to be reviewed through the City's entitlement process and CEQA ensure consistency with federal and State policies and consistency with all relevant City General Plan goals and policies related to the protection and preservation of cultural resources. Therefore, the proposed project would have **no impact** related to cultural resources.

3.5.3 REFERENCES

City of West Sacramento. 2016 (August). *City of West Sacramento General Plan Update Draft Environmental Impact Report*. Available: <https://www.cityofwestsacramento.org/government/departments/community-development/planning-division/general-plan-2035>. Accessed September 22, 2020.

3.6 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.6.1 ENVIRONMENTAL SETTING

Transportation is, by far, the largest energy consuming sector in California, accounting for more than approximately 40 percent of all energy use in the state (U.S. Energy Information Administration 2020). While gasoline and diesel fuel remain the primary fuels used for transportation in California, the types of transportation fuel have diversified. Various statewide regulations and plans (e.g., Low Carbon Fuel Standard, Assembly Bill [AB] 32 Scoping Plan) encourage the use of a variety of alternatives to reduce demand for petroleum-based fuel. Depending on the vehicle capability, conventional gasoline and diesel are increasingly being replaced by alternative transportation fuels including biodiesel, electricity, ethanol, hydrogen, natural gas, and other synthetic fuels.

Electrical and natural gas service is provided to the City by Pacific Gas & Electric Company (PG&E). In 2018, PG&E delivered approximately 80,368 gigawatt-hours of electricity and approximately 44,794 million therms of natural gas throughout its service area (California Energy Commission 2020a, 2020b). Of these totals, approximately 1,718 gigawatt-hours of electricity and approximately 60 million therms of natural gas were consumed in Yolo County (California Energy Commission 2020c, 2020c).

3.6.2 DISCUSSION

a) and b)

The project includes revisions to housing policy and programs, including policies related to energy efficiency, and does not propose new development that could result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. There is no local or state plan related to renewable energy that relates to the project. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. Although the City General Plan EIR did not consider impacts to energy in a separate resource topic, the environmental analysis provided in other resources topics (i.e., air quality, greenhouse gases, and transportation) of the City General Plan EIR would apply to the use of energy supplies and

energy efficiency, as well as all of the potential adverse physical environmental effects related to the use of energy.

The City General Plan policies provided throughout the City General Plan, such as those identified to reduce greenhouse gas emissions, and the City’s Climate Action Plan programs that address energy demand and energy efficiency standards, would be applicable to this resource topic and impacts associated with energy consumption. The 2013–2021 Housing Element identifies policies and programs that address energy efficiency. The Housing Element Update will continue to require implementation of those policies and programs. Future housing projects will continue to be reviewed through the City’s entitlement process and CEQA to ensure compliance with applicable State regulations, such as Title 24 of the California Code of Regulations, related to energy efficiency and to ensure compliance with all relevant City General Plan goals and polices, including those included in the Housing Element Update. Future development will consider specific impacts related to energy consumption based on the revised 2019 Appendix G checklist. Therefore, the proposed project would have **no impact** related to energy.

3.6.3 REFERENCES

California Energy Commission. 2020a. *Energy Reports: Electricity Consumption by Entity*. Available at: <http://www.ecdms.energy.ca.gov/gasbycounty.aspx>. Accessed September 16, 2020.

———. 2020b. *Energy Reports: Gas Consumption by Entity*. Available at: <http://www.ecdms.energy.ca.gov/elecbyutil.aspx>. Accessed September 16, 2020.

———. 2020c. *Energy Reports: Electricity Consumption by County*. Available at: <http://www.ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed September 16, 2020.

———. 2020d. *Energy Reports: Gas Consumption by County*. Available at: <http://www.ecdms.energy.ca.gov/gasbycounty.aspx>. Accessed September 16, 2020.

U.S. Energy Information Administration (EIA). 2020. *California State Profile and Energy Estimates*. Available at: <https://www.eia.gov/state/?sid=CA#tabs-2>. Accessed September 16, 2020.

3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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 California Geological Survey Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.7.1 ENVIRONMENTAL SETTING

The City is not zoned under the Alquist-Priolo Earthquake Fault Zone Act and there are no other known faults in the City. The nearest active faults are located approximately 30 miles to the west in the San Francisco Bay area. Probabilistic seismic hazard modeling for the City indicates the probability of strong seismic ground shaking is low.

The City is located on very gentle valley floor topography. Consequently, the potential for slope failure, including seismically induced landsliding, is low. The potential for liquefaction in the City area is uncertain, but a

conservative assessment of the general conditions (i.e., groundwater levels, sediments, and shaking potential) indicates that there is some potential for liquefaction. In addition, expansive soils occur in the City.

Most of the Planning Area is immediately underlain by Holocene dune sands, which are likely too young to contain fossils, and given the young age of these deposits and the degree to which they have been disturbed by cultivation and construction, fossils are not likely to occur in the Holocene deposits. In addition, there are no records of paleontological resources found in Holocene deposits in Yolo County.

3.7.2 DISCUSSION

a) through f)

The project includes revisions to housing policy and programs, and does not propose new development that would result in physical changes that directly or indirectly expose persons or structures to hazards associated with strong seismic ground shaking that results in landslides or liquefaction, unstable soils, or expansive soils nor does it propose new development that could cause soil erosion or destroy a unique paleontological resource or site or unique geologic feature. There are no active faults zoned under the Alquist-Priolo Earthquake Fault Zone Act or other known faults in the City. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. Future housing projects will be subject to site-specific geotechnical studies as determined by the City and required by City General Plan policies. Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure compliance with State and local building codes and seismic safety design standards, such as California Building Code, and to ensure consistency with all relevant City General Plan goals and policies related to seismic, soils, and geologic hazards. Therefore, the proposed project would have **no impact** related to geology and soils.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.8.1 ENVIRONMENTAL SETTING

The City General Plan EIR examined greenhouse gas (GHG) emissions impacts, both with respect to a “near-term” development scenario through 2020, an analysis for 2035, and also for long-term buildout of the City General Plan in 2050. The City is in the process of preparing a climate action plan, with the intent to reduce GHG emissions, which is referenced in the City General Plan EIR.

As with the state as a whole and most cities, the transportation sector represents the largest source of community GHG emissions (48 percent), followed by building energy consumption (36 percent). Other sources of energy consumption include electricity, natural gas, and fossil fuels (e.g., gasoline, diesel fuel). Other sources of direct GHG emissions include mobile vehicle trips, natural gas combustion, and landscaping activities. Indirect GHG emissions would be generated by electricity generation and consumption, waste and wastewater generation, and water use.

3.8.2 DISCUSSION

a) and b)

The project includes revisions to housing policy and programs, and does not propose new development that would result in physical changes that directly or indirectly generate GHGs. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. Future housing projects will continue to be reviewed through the City’s entitlement process and CEQA to ensure that future housing projects comply with relevant State and local regulations related to GHG emissions and are consistent with all relevant City General Plan goals and policies. Therefore, the proposed project would have **no impact** related to GHG emissions.

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3.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.9.1 ENVIRONMENTAL SETTING

West Sacramento has a substantial number of industries and activities that transport, store, or use toxic or hazardous chemicals, posing significant potential safety hazards. There are 32 open cleanup sites listed in the State Water Resources Control Board’s Geo Tracker web site. There is one active site listed in the California Department of Toxic Substances Control’s Envirostor database. Types of listed sites include leaking underground storage tanks, dry cleaning facilities, and landfills. The former Capitol Plating facility is listed on the California Department of Toxic Substances Control’s Cortese List for soil and groundwater contamination beneath the facility lot and adjacent lots.

West Sacramento is within the flight path of several airports. The closest public airport is the Sacramento Executive Airport, approximately 1.6 miles east of the southern portion of the City. Mather Airport is located approximately 15 miles east of the City; the Sacramento International Airport is approximately 5 miles north of

the City; and McClellan Airfield, formerly an Air Force base, is approximately 10 miles northeast of the City. Military planes also fly over the area from Travis Air Force Base (approximately 30 miles southwest).

Areas adjacent to dense brush along the Sacramento River, properties overgrown with weeds, heavily vegetated areas, and agricultural areas such as the grain fields located in the southern portion of the city are considered part of the urban/wildland interface. Continued development of these areas increases the number of people living near the urban/wildland interface.

Hazardous emissions and accidental release or combustion of hazardous materials near existing schools could result in health risks or other dangers to students. The Washington Unified School District serves students within the City. The district operates seven elementary schools (six K–8 schools and one transitional K–5 school), one comprehensive high school (grades 9-12), one continuation high school, and four charter schools. At least one additional elementary school and one Catholic K-8 school are planned for the future to accommodate growth.

3.9.2 DISCUSSION

a) through g)

The project includes revisions to housing policy and programs, and does not propose new development that would result in physical changes that could create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; result in the accidental release of hazardous materials; interfere with an emergency response plan; or cause wildland fires. The City is not within an airport safety zone (City of West Sacramento 2016). Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. Construction of new development is required by law to implement and comply with existing federal, State, and local hazardous material regulations to ensure public safety. Future housing projects will continue to be reviewed through the City’s entitlement process and CEQA to ensure that future housing projects are consistent with all relevant City General Plan goals and policies related to routine transport, uses, or disposal of hazardous materials; emergency response; and wildland fires. Therefore, the proposed project would have **no impact** related to hazards and hazardous materials.

3.9.3 REFERENCES

City of West Sacramento. 2016 (August). *City of West Sacramento General Plan Update Draft Environmental Impact Report*. Available: <https://www.cityofwestsacramento.org/government/departments/community-development/planning-division/general-plan-2035>. Accessed September 22, 2020.

3.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.10.1 ENVIRONMENTAL SETTING

West Sacramento is within the Sacramento Valley Groundwater Basin, Yolo Sub-basin, and is under the jurisdiction of the Central Valley Regional Water Quality Control Board. The Sacramento River flows along the east and northeast boundaries of the city and is the largest river in California. The river’s watershed is approximately 26,000 square miles and includes major tributaries such as the Feather River and the American River. The water quality of the Sacramento River is generally good to excellent and has relatively low biochemical oxygen demand, medium to high dissolved oxygen, and low mineral and nutrient content.

The City maintains two groundwater wells. These wells are currently on standby status and is available for emergencies. However, surface water from the Sacramento River is used to meet water demands within West Sacramento.

Most storm runoff in West Sacramento is conveyed by gravity flow to the larger earthen channels or pipelines. The City or a reclamation district also operates twelve pumping stations that discharge to the Sacramento River, a Reclamation District 900 drainage canal, and the Sacramento Deep Water Ship Channel.

Given its proximity to the Sacramento River, West Sacramento is located in the river's floodplain. The city is surrounded on all sides by levees that are maintained by the State and local reclamation districts. Flood control channels and other features in the West Sacramento area are part of a much larger flood control system known as the Sacramento River Flood Control Project. The Sacramento River Flood Control Project in the Sacramento Valley consists of a series of levees and bypasses placed to protect urban and agricultural areas and take advantage of several natural overflow basins.

3.10.2 DISCUSSION

a) through e)

The project includes revisions to housing policy and programs, and does not propose new development that would result in physical changes affecting surface or groundwater water quality, groundwater recharge, or drainage patterns or physical changes that could result in the release pollutants due to a flood hazard. There is no potential for a tsunami in the City and the City is not within a seiche zone. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. All future housing development will be subject to site-specific studies as determined by the City and comply with the National Pollutant Discharge Elimination System requirements and other water quality requirements (i.e., Construction General Permit, Small MS4 Permit, and the General Dewatering Permit) as required by the Central Valley Regional Water Quality Control Board. Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure that future housing projects are consistent with all relevant City General Plan goals and policies related to surface water and groundwater quality, groundwater supplies and recharge, and erosion control. Therefore, the proposed project would have **no impact** related to hydrology or water quality.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.11.1 ENVIRONMENTAL SETTING

West Sacramento is in eastern Yolo County near the southern end of the Sacramento Valley. It is directly across the Sacramento River from the city of Sacramento. It is bound by the Sacramento River on the east and the Yolo Bypass on the west. Interstate 80 crosses the northwestern part of the city and Business 80/Capital City Freeway bisects the city east–west through the center of town.

Existing land uses in the city range from small single-family residences to industrial complexes and the Port of West Sacramento. Existing and developing residential neighborhoods, such as the Bridge District, and the established neighborhoods of Broderick and Bryte are located north of Sacramento Avenue and along Park Boulevard north of the Sacramento Deepwater Ship Channel. Farther south, the Southport area contains residential areas and associated commercial uses. Portions of Southport remain rural-residential in character, and its southern area is still largely undeveloped.

3.11.2 DISCUSSION

a) through b)

The project includes revisions to housing policy and programs, and does not propose new development that would physical divide an established community or conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. The Housing Element Update would be consistent with the existing General Plan as required by State law. Future housing projects will continue to be reviewed through the City’s entitlement process and CEQA to ensure consistency with local, State, and federal regulations and all General Plan goals and policies intended to avoid dividing established communities, ensure new development remains interconnected with established communities, and ensure new development does not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the proposed project would have **no impact** related to land use and planning.

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3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.12.1 ENVIRONMENTAL SETTING

There are no mines or areas designated by California Geological Survey as containing significant mineral deposits (i.e., mineral resource zone [MRZ]-2) are present in the City (City of West Sacramento 2016).

3.12.2 DISCUSSION

a) through b)

Because no mines or areas designated by California Geological Survey as containing significant mineral deposits (i.e., MRZ-2) are present in the City, there would be no impact related to loss of availability of known state-designated mineral resources. In addition, the City did not designate any locally important mineral resource recovery sites in the General Plan. Therefore, the project would have **no impact** related to mineral resources.

3.12.3 REFERENCES

City of West Sacramento. 2016 (August). *City of West Sacramento General Plan Update Draft Environmental Impact Report*. Available: <https://www.cityofwestsacramento.org/government/departments/community-development/planning-division/general-plan-2035>. Accessed September 22, 2020.

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3.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.13.1 ENVIRONMENTAL SETTING

The primary noise source in the study area is vehicle traffic. Ambient noise levels in the study area are influenced by traffic on major roads such as Interstate 80 eastbound and westbound, U.S. Highway 50 eastbound and westbound, West Capitol Avenue, Jefferson Boulevard, Harbor Boulevard, Industrial Boulevard, and Enterprise Boulevard.

There are a large number of truck terminals in West Sacramento. Some truck terminals are adjacent to residential land uses, particularly in the residential area west of Jefferson Boulevard and east of the Port. Noise conflicts have been reported in these areas where trucking activities may take place on a 24-hour basis with peak truck movements occurring in early morning and evening hours.

There are no airports in the City. Sacramento International Airport is approximately 5 miles northwest of the city. According to the Sacramento International Airport Land Use Compatibility Plan, West Sacramento is within the airport influence area but not within the 60 community noise equivalent level (CNEL) contour for this airport. Sacramento Executive Airport is approximately 1.5 miles from the city, and the city is approximately 1.5 miles outside the 65 CNEL contour (which does not extend beyond the airport footprint) for this airport.

In addition to transportation and industrial noise sources, ambient noise levels in east-central West Sacramento are affected by baseball games and other large events that take place at Raley Field.

3.13.2 DISCUSSION

a) through c)

The project includes revisions to housing policy and programs, and does not propose new development that would result in physical changes that generate temporary or permanent increase in ambient noise levels or excessive groundborne vibration. The City is outside of the airport noise contours for the Sacramento International Airport and Sacramento Executive Airport, and there are no private airfields within 2 miles of the City. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure that residents are not exposed to unacceptable noise and vibration levels, and that the projects are consistent with all General Plan goals and policies, and the noise regulations in the City's Municipal Code. Therefore, the proposed project would have **no impact** related to noise.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.14.1 ENVIRONMENTAL SETTING

West Sacramento’s population increased by 54 percent between 2000 and 2010; however, between 2010 and 2015, this trend slowed to 5.2 percent citywide. According to the California Department of Finance, the population of West Sacramento was 54,228 as of January 1, 2020 (California Department of Finance 2020). The 2013-2021 Housing Element estimates the population of West Sacramento will reach 81,480 by 2035, an increase of approximately 27,252 residents, or a 33 percent increase from the current 2020 population.

As of January 1, 2020, the total number of housing units in West Sacramento was 20,241 (California Department of Finance 2020). The 2013-2021 Housing Element identifies sites that could accommodate an additional 13,082 housing units in the City at a range of densities, from very low-density rural homes to high-density infill development by 2035.

3.14.2 DISCUSSION

a) and b)

The project includes revisions to housing policy and programs, and does not propose new development that could induce substantial unplanned population growth or displace existing people or housing units. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. The City General Plan EIR considered the population and housing projections in the 2013–2021 Housing Element in its analysis of physical impacts associated with future development in the City. The Housing Element Update would not change the population or housing projections identified by the 2013–2021 Housing Element; therefore, the Housing Element Update would not induce unplanned population and housing growth that is not already contemplated in the City General Plan. Therefore, the proposed project would have **no impact** related to population and housing.

3.14.3 REFERENCES

California Department of Finance. 2020 (May). *E-5: Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark*. Available:
<http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>. Accessed September 15, 2020.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.15.1 ENVIRONMENTAL SETTING

The West Sacramento Fire Department provides fire protection services within the City. Five fire stations are operated 24 hours a day, 7 days a week and the fire department responds to all structure fires and other major emergencies providing incident command and scene management.

The West Sacramento Police Department provides police protection services to the City, including patrolling city neighborhoods, responding to calls for service, and investigating crime and arresting offenders.

The City is served by the Washington Unified School District, which provides primary, secondary, and high school education services to residents. The district operates seven elementary schools (six K–8 schools and one transitional K–5 school), one comprehensive high school (grades 9-12), one continuation high school, and four charter schools. At least one additional elementary school is planned for the future to accommodate growth.

The West Sacramento Parks and Recreation Division provides community members with a wide variety of recreation opportunities: aquatics, children's programs, teen programs, youth sports, adult sports, Active Aging Programs, leisure interest classes, recreation programs for individuals with special needs, and special events.

The Yolo County Library offers library service to the City and provides access to books, informational technology, and other media.

3.15.2 DISCUSSION

a)

The project includes revisions to housing policy and programs, and does not propose new development that could result in new or physically altered public services facilities. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. The City General Plan EIR considered the increased demand public services required to serve the population projected in the 2013-2021 Housing Element. The Housing Element Update would not change the population or housing projections identified by the 2013–2021 Housing Element; therefore, the Housing Element Update would not have any impacts on public services, such as fire, police, schools, parks, and other services, that are not already contemplated in the City General Plan (and addressed in the City’s existing General Plan EIR). Future housing projects will continue to be reviewed through the City’s entitlement process and CEQA to ensure that public services are provided consistent with all City General Plan goals and policies and that acceptable service ratios, response times, or other performance objectives are maintained. Therefore, the proposed project would have **no impact** related to public services.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.16.1 ENVIRONMENTAL SETTING

The City categorizes parks and recreational facilities as neighborhood parks, mini parks, community parks, central parks, or regional parks. Neighborhood parks are oriented toward the recreational needs of families and may include sports facilities and picnic areas. Community parks are intended to provide recreational opportunities to the entire community. They may include natural areas that can be used for passive recreation, such as nature trails for walking, viewing, and picnicking. Community park facilities can also support active recreation at playfields, skate centers, bicycle and pedestrian trails, and other specialized features. Mini parks generally provide limited sitting and play areas, and provide smaller neighborhoods with passive recreation activities. The City strives to provide a minimum of 2 acres of neighborhood parks and 3 acres of community parks per 1,000 residents.

3.16.2 DISCUSSION

a) and b)

The project includes revisions to housing policy and programs, and does not propose new development that could result in the increased use of exiting neighborhood and regional parks and does not propose the construction or expansion of recreational facilities. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. The City General Plan EIR considered the increased demand public services required to serve the population projected in the 2013-2021 Housing Element. The Housing Element Update would not change the population or housing projections identified by the 2013-2021 Housing Element; therefore, the Housing Element Update would not have any impacts on parks and recreational facilities that are not already contemplated in the City General Plan. Future housing projects will continue to be reviewed through the City’s entitlement process and CEQA to ensure consistency with all City General Plan goals and policies and

ensure that the City's parkland ratio is maintained. Therefore, the proposed project would have **no impact** related to recreation.

3.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.17.1 ENVIRONMENTAL SETTING

The City’s roadway network consists of a combination of arterial, collector, and local streets. Interstate 80 crosses the northwestern part of the City and U.S. Highway 50/Capital City Freeway bisects the city east– west through the center of town.

West Sacramento streets serve as the connection for bicycle traffic between the cities of Sacramento and Davis. West Capitol Avenue provides the direct connection from the bicycle path across the Yolo Causeway to the Tower Bridge.

West Sacramento is served by a combination of local and regional bus, rail, and air transportation, including Sacramento Regional Transit bus and light rail, Amtrak, and the Sacramento International Airport. The Yolo County Transportation District operates Yolobus and provides local and intercity bus service within the City of West Sacramento, Yolo County, and to downtown Sacramento and Sacramento International Airport.

Two major railroad lines cross West Sacramento, as well as a network of freight transport/switching tracks. The Union Pacific Railroad line traverses the northern part of the city from west to east and is the east–west transcontinental line from Oakland to Salt Lake City, Utah. The Sierra Northern Railroad line enters the northwest corner of the city and terminates just north of Locks Drive in Southport

3.17.2 DISCUSSION

a) through d)

The project includes revisions to housing policy and programs, and does not propose new development that would result in conflicts with policies related to transit, roadway, bicycle, and pedestrian facilities; hazardous design features; or inadequate emergency access. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. Future housing projects will continue to be reviewed through the City’s entitlement process and CEQA to ensure that future housing projects are consistent with all relevant transportation-related City General Plan goals and policies, including the City’s policies related to managing vehicular travel demand (often measured in terms of vehicle miles traveled or “VMT”). Future development will also be considered based on the revised 2019 Appendix G checklist question b) that considers conflicts and inconsistencies with CEQA Guidelines Section 15064.3, subdivision (b).¹ Therefore, the proposed project would have **no impact** related to transportation.

¹ This section of the CEQA Guidelines suggests that vehicle miles traveled is the most appropriate measure of travel demand impacts. The Guidelines also clarify that a project’s effect on automobile delay shall not constitute a significant environmental impact.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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:</p>				
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.18.1 ENVIRONMENTAL SETTING

The City is located at the interface of three Native American groups: the Patwin (or Wintun), the Nisenan, and the Plains Miwok. The banks of the Sacramento River and associated riparian and tule marshland habitats were inhabited by the River or Valley Patwin. The Plains Miwok and Nisenan (also called Southern Maidu), while primarily occupying territories east of the Sacramento River, used land west of the river as well (City of West Sacramento 2016).

In compliance with Assembly Bill 52 and Senate Bill 18, the City asked the Native American Heritage Commission (NAHC) for contact information of Native American Tribal representatives that may have an interest in the Housing Element Update, as well as a search of the Sacred Lands File. The result of the Sacred Lands File (SFL) check conducted through the NAHC was positive. In accordance with Public Resources Code, Section 21080.3.1(d), the City of West Sacramento provided formal notification of the City’s Housing Element Update and also invited each Native American Tribal representative to consult pursuant to California Government Code Section 65352.3 (i.e. Senate Bill 18 consultation). The City invited consultation from the Yocha Dehe Wintun Nation, the Cortina Rancheria – Kletsel Dehe Band of Wintun Indians, the Wilton Rancheria, and the United Auburn Indian Community of the Auburn Rancheria. The City has engaged in consultation based on a request from the Yocha Dehe Wintun Nation and will continue to invite input through the Housing Element update process until consultation is completed.

3.18.2 DISCUSSION

a) and b)

The project includes revisions to housing policy and programs, and does not propose new development that would result in physical changes that could affect tribal cultural resources. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. Although the City General Plan EIR did not consider impacts to tribal cultural resources as a separate resource topic, the environmental analysis provided in the General Plan EIR's cultural resources section would apply to tribal cultural resources.

No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. Future housing projects will continue to be reviewed through the City's entitlement process and CEQA ensure consistency with State regulations, such as Assembly Bill 52, and consistency with all relevant City General Plan goals and policies related to the protection and preservation of tribal cultural resources. Future development will consider specific impacts related to tribal cultural resources based on the revised 2019 Appendix G checklist. Therefore, the proposed project would have **no impact** related to tribal cultural resources.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider that 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.19.1 ENVIRONMENTAL SETTING

The City’s water supply is provided by diversions from the Sacramento River in accordance with the City’s appropriative right with the State, as well as water available under contract with the U.S. Bureau of Reclamation. Most of the City is served by the North Delta Water Agency; however, the City has not relied on the North Delta Water Agency water as a base supply but instead as a backup supply during single and multiple-dry water years. The City maintains two groundwater wells as an emergency water supply. Water is treated at the George Kristoff Water Treatment Plant and the City’s distribution system consists of remote storage and pumping stations, booster pump stations, and transmission pipelines.

The West Sacramento’s wastewater system consists of eight sewer pump stations, five lift stations, and the underlying sewer pipes throughout the city. Wastewater is conveyed through a 120-inch-diameter gravity pipe to the South River Pump Station and then pumped under the Sacramento River in a force main to the Sacramento Regional Wastewater Treatment Plant north of Elk Grove for treatment and disposal.

The Yolo Central Landfill primary solid waste disposal facility for West Sacramento. The landfill is anticipated to have disposal capacity through 2045 at current disposal rates.

Electrical and natural gas service is provided to the City by PG&E. AT&T provides telecommunications services to the City.

3.19.2 DISCUSSION

a) through e)

The project includes revisions to housing policy and programs, and does not propose new development that could result in new or physically altered utilities and service systems. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. The City General Plan EIR considered the increased demand for utilities and service systems required to serve the population projected in the 2013-2021 Housing Element. The Housing Element Update would not change the population or housing projections identified by the 2013-2021 Housing Element; therefore, the Housing Element Update would not have any impacts on utilities and service systems, such as expansion of utility infrastructure, water supply demand, wastewater treatment capacity, landfill capacity, that are not already contemplated in the City General Plan. Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure that utilities and service systems are provided consistent with all City General Plan goals and policies. Future development will also be considered based on the revised 2019 Appendix G checklist question a), which considers the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities; question b), which considers water supplies to meet the demands of the project and reasonably foreseeable future development during normal, dry and multiple dry years; and question d), which considers generation of solid waste in excess of State or local standards or that impairs the attainment of solid waste reduction goals. Therefore, the proposed project would have **no impact** related to utilities and service systems.

3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.20.1 ENVIRONMENTAL SETTING

West Sacramento is not located in a State Responsibility Area and is not classified as a very high or high fire hazard severity zone (California Department of Forestry and Fire Protection 2007, 2008).¹

3.20.2 DISCUSSION

a) through d)

Because West Sacramento is not located in a State Responsibility Area and is not classified as a very high or high fire hazard severity zone, there would be no related to impairment of an adopted emergency response plan or emergency evacuation plan nor would the proposed project exacerbate wildfire risks resulting in exposure to fire-related pollutants or expose people or structures to risks of flooding or landslides following a fire. Therefore, the project would have **no impact** related to wildfire.

3.20.3 REFERENCES

California Department of Forestry and Fire Protection. 2007 (November). Yolo County—Fire Hazard Severity Zones in SRA. Available: <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>. Accessed September 14, 2020.

¹ CAL FIRE’s Online Fire Hazard Severity Zone viewer was accessed on September 14, 2020, to confirm the hazard severity zone rating for West Sacramento (<http://egis.fire.ca.gov/FHSZ/>).

———. 2008 (June). Yolo County—Very High Fire Hazard Severity Zones in LRA. Available: <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>. Accessed September 14, 2020.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Authority: Public Resources Code Sections 21083, 21083.5.

Reference: Government Code Sections 65088.4.

Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21083, 21083.3, 21083.5, 21093, 21094, 21095, 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

3.21.1 DISCUSSION

a) through c)

The project includes revisions to housing policy and programs, and does not propose new development that would result in physical changes to the environment. No new housing sites are proposed as a part of this Housing Element Update beyond those already designated in the City General Plan and evaluated for potential environmental impacts in the City General Plan EIR. No changes to existing zoning are proposed, and the location of development will continue to be guided by the City General Plan land use map and zoning code. As discussed throughout this initial study, no impacts associated with the proposed project would occur; therefore, the proposed project would not result in cumulatively considerable impacts.

Similarly, implementation of the updated Housing Element would not adversely affect biological resources or cultural resources, and the update would not have environmental effects that will cause substantial adverse effects

on human beings, either directly or indirectly. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.