Office of Planning and Environmental Review
Leighann Moffitt, Director

County Executive
Navdeep S. Gill

Revised Mitigated Negative Declaration

Pursuant to Title 14, Division 6, Chapter 3, Article 6, Sections 15070 and 15071 of the California Code of Regulations and pursuant to the Procedures for Preparation and Processing of Environmental Documents adopted by the County of Sacramento pursuant to Sacramento County Ordinance No. SCC-116, the Environmental Coordinator of Sacramento County, State of California, does prepare, make, declare, publish, and cause to be filed with the County Clerk of Sacramento County, State of California, this Revised Mitigated Negative Declaration re: The Project described as follows:

1. **Control Number: PLNP2018-00358**

2. **Title and Short Description of Project:** Arabic Church of Sacramento
   A **Use Permit** to allow a place of worship and preschool in the RD-4 zone.
   A **Design Review** to comply with the Countywide Design Guidelines.
   The proposed project will be phased; however, the Use Permit is for the ultimate development (Phase 2). This document analyzes environmental impacts based on Phase 2 development. The existing parcels will be used for the following purposes:
   APN: 271-0153-022 (2810 Eastern Avenue) Preschool/Daycare will serve up to 60 students; Monday-Friday 7am to 6pm.
   APN: 271-0191-012 (2730 Eastern Avenue) Worship Center and Sunday school classrooms will serve up to 150 members; Tuesday and Wednesday 5pm-9pm, Saturday from 8am-12pm and 6pm to 9pm, and on Sunday from 8am to 9pm.
   APN: 271-0191-013 (2758 Eastern Avenue) Community Resource Center will serve up to 30 members of the community; Monday-Saturday 10am to 3pm.
   APN:271-0191-014 (2764 Eastern Avenue) Administration Building is estimated to serve 5-10 people per day; Monday-Saturday 8am to 7pm.
   For public information, the first phase will occupy the existing buildings and construct minor site improvements with a total number of church members up to 120 and preschool students up to 30.

3. **Assessor's Parcel Number:** 271-0153-022, 271-0191-012 through 014

4. **Location of Project:** The project site is located at 2730, 2758, 2764 and 2810 Eastern Avenue, approximately 500 feet south of Marconi Avenue in the Arden Arcade community

5. **Project Applicant:** Holloway Land Co. Inc.

6. Said project will not have a significant effect on the environment for the following reasons:
   a. It will not have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
   b. It will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
   c. It will not have impacts, which are individually limited, but cumulatively considerable.
   d. It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.

7. As a result thereof, the preparation of an environmental impact report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.

8. The attached Initial Study has been prepared by the Sacramento County Office of Planning and Environmental Review in support of this Mitigated Negative Declaration. Further information may be obtained by contacting the Office of Planning and Environmental Review at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141.

[Original Signature on File]
Todd Smith
Interim Environmental Coordinator
County of Sacramento, State of California

COUNTY OF SACRAMENTO
OFFICE OF PLANNING AND ENVIRONMENTAL REVIEW
REVISED INITIAL STUDY

INTRODUCTION

The Office of Planning and Environmental Review (PER) prepared an Initial Study/Mitigated Negative Declaration that was released June 26, 2020 (State Clearinghouse No. 2020060607) and posted on PER's website for public comment. The 30-day public comment period closed on July 26, 2020, and no public comments were received. On July 31, 2020, it came to PER's attention that the Notice of Intent, which provides the public with information on where to review the document, was not properly mailed out to neighboring properties, and PER re-noticed and re-opened the public comment period for an additional 30 days, ending on September 11, 2020. Several comments were received and this Revised Initial Study/Mitigated Negative Declaration is being prepared in response to those comments. Changes to this document are **bold underline** and ~~strike through~~. In addition, a formal response to comments is appended to this document (Appendix IS-1).

PROJECT INFORMATION

CONTROL NUMBER: PLNP2018-00358

NAME: Arabic Church of Sacramento

LOCATION: The project site is located at 2730, 2758, 2764 and 2810 Eastern Avenue, approximately 500 feet south of Marconi Avenue in the Arden Arcade community (Plate IS-1).

ASSESSOR'S PARCEL NUMBERS: 271-0153-022, 271-0191-012 through 014

OWNER: Arabic Church of Sacramento
Contact: Raed Awabdeh

APPLICANT: Holloway Land Co. Inc.
Contact: Brian Holloway

PROJECT DESCRIPTION

1. A **Use Permit** to allow a place of worship and preschool in the RD-4 zone.

2. A **Design Review** to comply with the Countywide Design Guidelines.

The proposed project will be phased; however, the Use Permit is for the ultimate development (Phase 2) (Plate IS-2). This document analyzes environmental impacts based on Phase 2 development. The existing parcels will be used for the following purposes:

APN: 271-0153-022 (2810 Eastern Avenue) Preschool/Daycare will serve up to 60 students **with a total of three classrooms**; Monday-Friday 7am to 6pm.

APN: 271-0191-012 (2730 Eastern Avenue) Worship Center and Sunday school classrooms will serve up to 150 members; Tuesday and Wednesday 5pm-9pm, Saturday from 8am-12pm and 6pm to 9pm, and on Sunday from 8am to 9pm.

APN: 271-0191-013 (2758 Eastern Avenue) Community Resource Center will serve up to **20** to ~~3~~**4**0 members of the community; Monday-Saturday 10am to 3pm.

APN: 271-0191-014 (2764 Eastern Avenue) Administration Building is estimated to serve 5-10 people per day; Monday-Saturday 8am to 7pm.

For public information, the first phase will occupy the existing buildings and construct minor site improvements with a total number of church members up to 120 and preschool students up to 30.

ENVIRONMENTAL SETTING

The proposed project is comprised of four parcels totaling approximately 3.4 acres. Each parcel is developed with a building(s) and associated parking and has been vacant for the past seven years. The project site was previously occupied by a private ~~elementary~~ **K-8** school and operated at the site from 1980-2012. Currently, the property owner has been repairing prior vandalism damage and has placed new turf in the prior play field. The site is fenced with a combination of chain link, wrought iron and wood fencing.

On the west boundary of the project site is Eastern Avenue, a four-lane arterial, with curb gutter and sidewalk. Overhead utilities are located along the eastern property line and along the west side of Eastern Avenue. Surrounding uses are mostly residential and range in density from one to five dwellings per acre. Business professional and shopping center are located immediately north of the project site, notably there is a preschool located in the building adjacent to the proposed preschool. Directly across Eastern Avenue from the project site is a church as well.

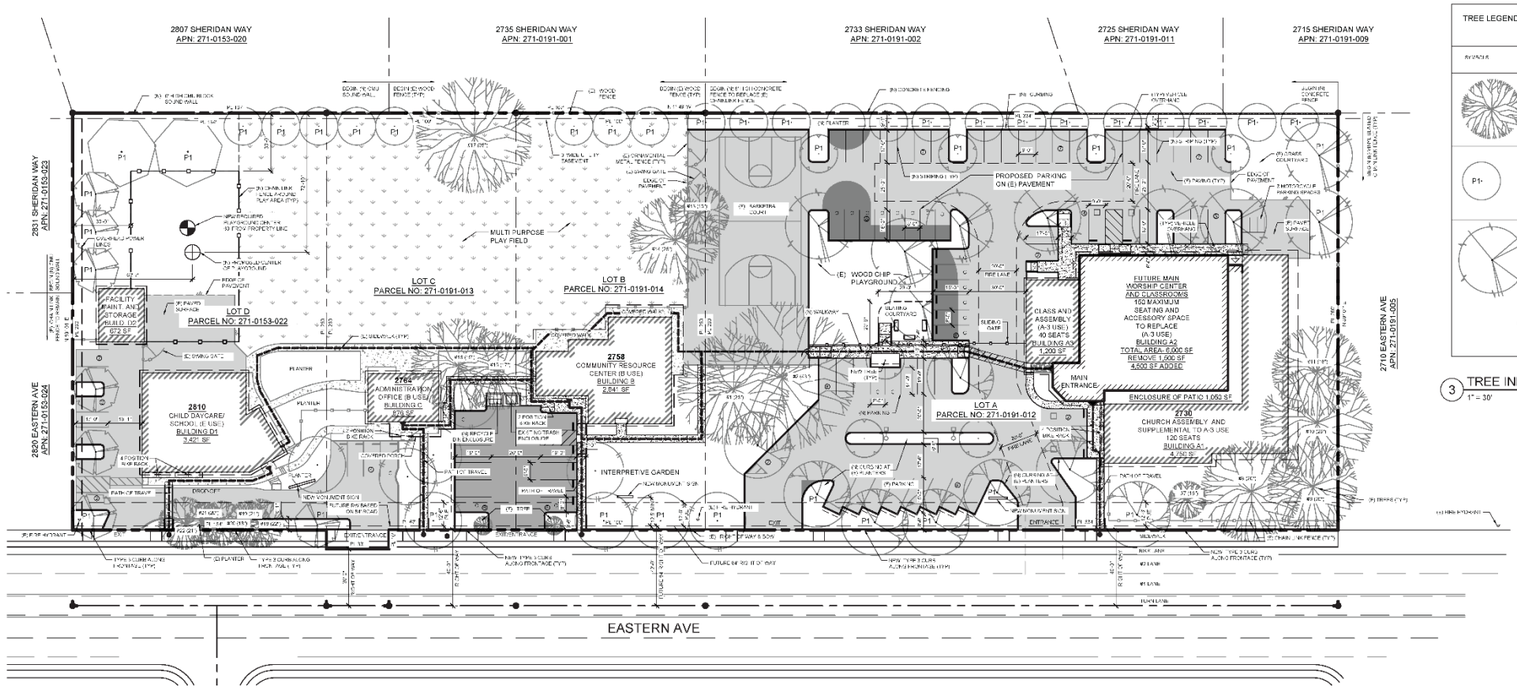
Plate IS-1: Project Location and Aerial Photo (2018)

Plate IS-2: Proposed Site Plan

NOTE:
REFER TO LANDSCAPING PLAN FOR ACTUAL PLANT SELECTIONS AND LOCATIONS

ARABIC CHURCH OF SACRAMENTO:

CHURCH, ARAB AMERICAN LEARNING CENTER, ADMINISTRATION OFFICES, AND PRE-SCHOOL



1 SITE PLAN
1" = 30'

TREE LEGEND

BOTANICAL	COMMON

3 TREE INFORMATION
1" = 30'

MATERIAL LEGEND

- EXISTING PAVEMENT TO REMAIN
- NEW PAVEMENT TO BE INSTALLED
- EXISTING CONCRETE TO REMAIN
- NEW CONCRETE
- EXISTING CURBING
- NEW CURBING

4 SURFACE MATERIALS
1" = 30'

PRE-SCHOOL

PARCEL NO: 271-0153-022
ADDRESS: 2810 EASTERN AVE, SACRAMENTO 95821
ZONING: RD-4 - RESIDENTIAL
LOT AREA: 28750 sq ft / 0.66 acres
BUILDING AREA: 3421 sq ft
GARAGE AREA: 672 sq ft
PARKING: 7 SPACES
PROPOSED USE: CHILDREN'S DAYCARE AND PRE-SCHOOL
PROPOSED TIMES OF USE: MONDAY - FRIDAY. 7AM-6PM
NUMBER OF STAFF:
8-10 TEACHERS, CAREGIVERS, ADMIN.
NUMBER OF STUDENTS: 50-60 CHILDREN

ADMINISTRATION

PARCEL NO: 271-0191-013
ADDRESS: 2764 EASTERN AVE, SACRAMENTO 95821
ZONING: RD-4 - RESIDENTIAL
LOT AREA: 22651 sq ft / 0.52 acres
BUILDING AREA: 876 sq ft
PARKING: 4 SPACES
PROPOSED USE:
ADMINISTRATION AND CONFERENCE MEETING ROOMS
PROPOSED TIMES OF USE:
MONDAY - SATURDAY. 8AM-7PM
NUMBER OF STAFF:
2-3 PASTORS, ADMIN.
NUMBER OF VOLUNTEERS/ VISITORS: 5-10 PERSONS

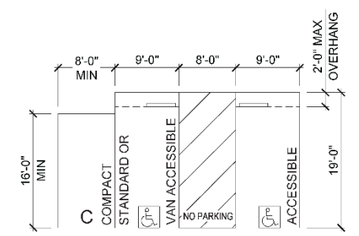
COMMUNITY CENTER

PARCEL NO: 271-0191-014
ADDRESS: 2758 EASTERN AVE, SACRAMENTO 95821
ZONING: RD-4 - RESIDENTIAL
LOT AREA: 22216 sq ft / 0.51 acres
BUILDING AREA: 2841 sq ft
PARKING: 11 SPACES
PROPOSED USE: COMMUNITY RESOURCE AND LEARNING CENTER
PROPOSED TIMES OF USE: MONDAY - SATURDAY. 10AM-3PM,
NUMBER OF STAFF:
4 VOLUNTEERS, ADMIN.
NUMBER OF VISITORS: 25-40 PERSONS

CHURCH

PARCEL NO: 271-0191-012
ADDRESS: 2730 EASTERN AVE, SACRAMENTO 95821
ZONING: RD-4 - RESIDENTIAL
LOT AREA: 73,616 sq ft / 1.69 acres
BUILDING AREA: 13,000 sq ft TOTAL OF WHICH (1,500 -2,500 sq ft USED FOR MAIN AUDITORIUM)
PARKING: 64 SPACES
PROPOSED USE: CHURCH ASSEMBLY USE AND SUPPORTING MULTI-PURPOSE ROOMS, CLASSROOMS, ADMINISTRATION, AND STORAGE. NON-CONCURRENT ASSEMBLY USES OF BUILDING A1 AND A2
SCOPE OF CONSTRUCTION: REMOVE EXISTING 1,500 SF STRUCTURE
CONSTRUCT NEW 6,000 SF STRUCTURE
NET ADDED AREA: 4,500 SF
PROPOSED TIMES OF USE: TUESDAY, WEDNESDAY 5PM-9PM, SATURDAY 8AM-12PM, 6PM-9PM, SUNDAY 8AM-9PM.
NUMBER OF STAFF:
4-8 PASTORS, STAFF, ADMIN.
NUMBER OF PARISHIONERS: UP TO 150

2 USE DESCRIPTION



5 STANDARD PARKING DIMENSIONS
1/8" = 1'-0"

BARANOV BUILDING DESIGN
5620 BENHENRY CT.
ROCKLIN, CA 95677
(916) 801-4382
ANDRE@ANDREBARANOV.COM

No.	Description	Date
	TRAFFIC STUDY AREA CORRECTION	5/7/19
	ADDING TREE INFORMATION	5/14/19
	CORRECTED USE DESCRIPTION FOR CONSISTENCY	5/14/19
	COORDINATED W/ LANDSCAPE ARCHITECTURE PLANS	11/26/19
	ADDITION OF CONCRETE FENCING	05/29/20
	LIMITATION OF SCOPE TO PRE-SCHOOL AGE KIDS	10/05/20

PRELIMINARY NOT FOR CONSTRUCTION

ARABIC CHURCH OF SACRAMENTO

USE PERMIT DOCUMENTS

2810, 2764, 2758, 2730 EASTERN AVE
SACRAMENTO, CA 95821

Project Number: 177
Date: 05/29/20
Drawn By: AJB/CCB
Checked By: AJB
Scale: AS SHOWN

PHASE 2
SITE PLAN

1.2

ENVIRONMENTAL EFFECTS

Appendix G of the California Environmental Quality Act (CEQA) provides guidance for assessing the significance of potential environmental impacts. Based on this guidance, Sacramento County has developed an Initial Study Checklist (located at the end of this report). The Checklist identifies a range of potential significant effects by topical area. The topical discussions that follow are provided only when additional analysis beyond the Checklist is warranted.

TRANSPORTATION/TRAFFIC

This section supplements the Initial Study Checklist by analyzing if the proposed project would:

- **Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County.**

- ~~Result in substantial increase in vehicle trips that would exceed, either individually or cumulatively, a level of service standard established by the County.~~

REGULATORY BACKGROUND

Senate Bill 743 (SB 743) was passed in the fall of 2013 to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions." To support these goals, as of July 1, 2020, automobile delay and Level of Service (LOS) performance measures may no longer be used to determine the transportation impacts of land development projects under CEQA. Although there is no requirement to use a particular metric, the Governor's Office of Planning and Research (OPR) recommends using Vehicle Miles Traveled (VMT). This requirement does not modify the discretion lead agencies have to develop their own methodologies or guidelines, or to analyze impacts to other components of the transportation system, such as walking, bicycling, transit, and safety.

SIGNIFICANCE THRESHOLDS

Sacramento County has updated the Transportation Analysis Guidelines (July 1, 2020, herein referred to as 'Guidelines'), to incorporate the requirements under SB 743. Table IS-1 presents the screening criteria for projects that are expected to result in less-than-significant VMT impacts based on project description, characteristics, and/or location. If a component of a mixed-use project meets these screening criteria, only the component, not the entire project, would be screened from CEQA transportation analysis.

Table IS-1: Sacramento County Transportation Analysis Guidelines Screening Criteria for CEQA Transportation Analysis for Development Projects

Type	Screening Criteria
Small Projects	• **Projects generating less than 237 average daily traffic (ADT)**
Local Serving Retail[1]	• **100,000 square feet of total gross floor area or less; OR if supported by a market study with a capture area of 3 miles or less; AND** • **Local Serving: Project does not have regional-serving characteristics**
Local-Serving Public Facilities/Services	• **Transit centers** • **Day care center** • **Public K-12 schools** • **Neighborhood park (developed or undeveloped)** • **Community center** • **Post offices** • **Police and fire facilities** • **Branch libraries** • **Government offices (primarily serving customers in-person)** • **Utility, communications, and similar facilities** • **Water sanitation, waste management, and similar facilities**
Projects Near Transit Stations	• **High-Quality Transit: Located within ½ a mile of an existing major transit stop[2] or an existing stop along a high-quality transit corridor[3]; AND** • **Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; AND** • **Parking: Provides no more than the minimum number of parking spaces required[4]; AND** • **Sustainable Communities Strategy (SCS): Project is not inconsistent with the adopted SCS; AND** • **Affordable Housing: Does not replace affordable residential units with a smaller number of moderate- or high-income residential units; AND** • **Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.**
Restricted Affordable Residential Projects	• **Affordability: Screening criteria only apply to the restricted affordable units; AND** • **Restrictions: Units must be deed-restricted for a minimum of 55 years; AND** • **Parking: Provides no more than the minimum number of parking spaces required4; AND** • **Transit Access: Project has access to transit within a ½ mile walking distance; AND** • **• Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.**
1 See Appendix A for land use types considered to be retail.	

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

3 Defined in the Pub. Resources Code § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours").

4 Sacramento County Zoning Code Chapter 5: Development Standards

For projects that do not meet the screening criteria outlined in Table IS-1, then the following significant thresholds in Table IS-2 apply:

Table IS-2: CEQA VMT Thresholds for Development Projects

Project Type	VMT Significance Criteria
Residential	Project VMT per capita exceeds 85 percent of the regional average VMT per capita
Commercial	Project VMT per employee exceeds 85 percent of the regional average VMT per employee
Industrial	Project VMT per employee exceeds the regional average VMT per employee
Regional Retail	Net increase in regional VMT
Regional Public Facilities/Services	Net increase in regional VMT
Redevelopment	Projects that result in a decrease to existing regional total VMT are presumed to have a less-than-significant VMT impact; otherwise, apply the relevant threshold based on the proposed land use (treating existing use as vacant)
Mixed Use	Apply the relevant threshold to each land use component individually
Phased	Apply the relevant threshold to each phase independently
Land Development with Roadway Component	For locally-serving roadways, the significance determination is based on the land use component. For regional roadways, apply thresholds of significance for transportation projects.

METHODOLOGY

The proposed project meets the criteria of a mixed use project. Under the Guidelines, the components of a mixed use project are evaluated using the significance threshold for each component. Site specific characteristics were

applied to the impact analysis, including the capacity numbers that are associated with the use permit proposal, and existing, baseline regional VMT associated with the existing church facility.

IMPACTS AND ANALYSIS

PRE-SCHOOL/DAY CARE/PRIVATE SCHOOL

The church facility includes a pre-school/day care/private school for up to 60 students, Monday-Friday. The proposed use most closely aligns with the Local-Serving Public Facilities/Services project type identified in, the Guidelines, which includes day care centers and K-12 public schools, libraries, neighborhood parks and, community centers. These facilities improve people's proximity to recreational, civic, and other necessary community needs. If a public facility or service is local-serving, the project does not require a detailed CEQA transportation analysis. Impacts associated with the school/daycare are considered *less than significant*.

COMMUNITY CENTER

The proposed use most closely aligns with the Local-serving public facilities, services, and recreation are located within established communities and serve local needs. These include day care centers, K-12 public schools, libraries, neighborhood parks (developed or undeveloped), community centers, post offices, fire/police stations, libraries, utility and communication facilities, water sanitation and waste management facilities, etc. These services improve people's proximity to recreational, civic, and other necessary community needs. If a public facility or service is determined to be local-serving, the project would not require a detailed CEQA transportation analysis. Impacts associated with the community center are considered *less than significant*.

CHURCH AND ASSOCIATED OFFICE

The Church and church office currently operate at another building in the Arden Arcade community. Sunday services in that location generate an attendance of approximately 70 people. The proposed new church will have a capacity of 150 people; however, attendance for services will likely be lower. The church holds two services on Sundays, and one service a day, Monday – Saturday. The congregation is primarily comprised of families with multiple children, rather than single attendees traveling individually to attend services. The proposed 876 square foot church office be open Monday through Saturday and will accommodate two to three individuals. Up to 10 people may visit the church office each day.

AVERAGE DAILY TRIPS (ADT) MODELING FOR CHURCH AND OFFICE USES

Churches are considered regionally serving facilities under the Guidelines because the ADT generated for worship could have a regional draw. The regional VMT baseline for the church includes the trips generated by attendance at the existing facility. The new Church would redistribute those existing trips within the

community, but is not expected to significantly change the average trip length or result in regional VMT increases for current attendees. Therefore, the ADT model focuses on the trips of projected new attendees. As previously noted, the new church building has a maximum capacity of 150 people; therefore, that capacity number has been used to identify potential ADT associated with the use permit.

It is anticipated that as the church grows, the congregation will continue to be comprised primarily of large families. To account for trips generated by families attending the church, the ADT model conservatively assumes an average vehicle occupancy of 2 persons. Some vehicles may be single occupant, but most will also contain families with 3-4, or more individuals. A maximum church capacity of 150, with 2 individuals per vehicle, would result in 75 vehicles. Assuming each vehicle makes 2 trips (from home to church and from church to home), that would result in a total of 150 ADT. The total ADT per land use and per day is outlined in Table IS-3 below.

As previously concluded, the school and community center components of the mixed use project are locally-serving facilities and may be screened from VMT analysis. Screened components are not included in the ADT calculations for a mixed use project. As demonstrated by the ADT analysis for the church and associated office, trips are not expected to exceed 237 per day. Therefore, impacts associated with the church and church office are considered *less than significant*.

Table IS-3: Average Daily Trips (ADT) for Non-locally Serving Uses

Day	Land Use	Number of Individuals[1]	ADT[2]	Total ADT[3]	Exceeds Threshold for Small Project?[4]
Monday	Church Office	150 15	150 30	180	No
Tuesday	Church Office	150 15	150 30	180	No
Wednesday	Church Office	150 15	150 30	180	No
Thursday	Church Office	150 15	150 30	180	No
Friday	Church Office	150 15	150 30	180	No
Saturday	Church Office	150 15	150 30	180	No
Sunday	Church AM Church PM Existing baseline service[5]	150 150 -70	150 150 -70	230	No

Notes:

1) Number of individuals associated with each land use is assumed to be the maximum foreseeable capacity associated with the proposed use permit
2) ADT (average daily trip) – ADT is the vehicle number of trips associated with the maximum capacity for each land use. For church services, a 2 person per vehicle occupancy rate is assumed, based on the existing characteristics of the congregation. For a maximum capacity of 150, that would assume 75 vehicles, each one making 2 trips (one trip from home to church and one trip from church to home) thus totaling 150 ADT. For the office land use, an occupancy of 1 person per vehicle is assumed.
3) Total ADT is the sum of the ADT for office and church land uses.
4) The threshold for a small project is 237 ADT, as outlined in the Sacramento County Guidelines (July 1, 2020).
5) Trips associated with the existing services are part of the baseline assumptions, and expected to continue at the new facility. Therefore, these trips are not counted as new VMT-

generating trips.

~~Wood Rodgers Inc. prepared a traffic impact study (TIS) for the project. The entire content of the TIS, including narrative, trip counts and modeling outputs is available as Appendix A and can be viewed on-line at: https://planningdocuments.saccounty.net/ViewProjectDetails.aspx?ControlNum=PLNP2018-00358. The TIS was reviewed and approved by Sacramento County Department of Transportation staff.~~

~~The purposed of the TIS is to study the short and long-term impacts of the project on the adjacent transportation system. The TIS evaluated the transportation impacts due to the project and identifies the improvements needed to mitigate deficiencies caused by the project in accordance with the County of Sacramento's *Traffic Impact Analysis Guidelines* (July 2004).~~

~~The traffic impact study addressed the following scenarios:~~

- ~~Existing (2019)~~
- ~~Existing Plus Project~~

~~Both scenarios were looked at for the following study intersections (Plate IS-3):~~

1. ~~Eastern Avenue at Marconi Avenue~~
2. ~~Eastern Avenue at Lyle Street~~
3. ~~Eastern Avenue at Annette Street~~
4. ~~Eastern Avenue at Hazelwood Avenue~~
5. ~~Eastern Avenue at El Camino Avenue~~
6. ~~Eastern Avenue at Preschool Egress Driveway~~
7. ~~Eastern Avenue at Preschool Ingress Driveway~~
8. ~~Eastern Avenue at Administration Office Driveway~~
9. ~~Eastern Avenue at Community Center Driveway~~
10. ~~Eastern Avenue at Church Egress Driveway~~
11. ~~Eastern Avenue at Church Ingress Driveway~~

~~Both scenarios were looked at for the following roadway segment:~~

1. ~~Eastern Avenue between Marconi Avenue and El Camino Avenue~~

~~*METHODOLOGY*~~

~~Traffic operation have been quantified through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment,~~

representing progressively worsening traffic operations. Table IS-1 below describes level of service conditions.

Table IS-1: Level of Service

Level of Service	Description
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.
C	Stable flow, but the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
D	Represents high-density, but stable flow.
E	Represents operating conditions at or near capacity level.
F	Represents forced or breakdown flow.

The levels of service were determined using the methods defined in the *Highway Capacity Manual, 4th Edition, 2010*. This methodology includes procedures for analyzing side-street stop controlled, all-way stop controlled, and signalized intersection. Table IS-2 below presents the intersection LOS criteria as defined in the manual.

~~Plate IS-3: Intersection Map~~

Table IS-4: LOS Criteria for Intersections

Level of Service	Un-signalized	Signalized
	Average Control Delay (sec/veh)	Control Delay per Vehicle (sec/veh)
A	≤10	≤10
B	>10 – 15	>10 – 20
C	>15 – 25	>20 – 35
D	>25 – 35	>35 – 55
E	>35 – 50	>55 – 80
F	>50	>80

SIGNIFICANCE THRESHOLDS

Consistent with the County's *Traffic Impact Analysis Guidelines*, the following thresholds of significance were used to determine if an impact was significant and required mitigation:

ROADWAY SEGMENTS & SIGNALIZED INTERSECTIONS

A project is considered to have a significant effect if it would:

- Result in a roadway or signalized intersection operating at an acceptable LOS (LOS E or better) to deteriorate to LOS F
- Increase the volume-to-capacity (V/C) ratio by more than 0.05 at a roadway or at a signalized intersection that is operating at LOS F without the project*

**Because HCM intersection methodology (which bases LOS on vehicle delay) was chosen instead of Circular 212 methodology (which bases LOS on V/C ratio), a significant effect is considered to be an increase in average delay by more than five seconds at a signalized intersection that is operating at LOS F without the project.*

UNSIGNALIZED INTERSECTIONS

A project is considered to have a significant effect if it would:

- Result in an unsignalized intersection movement/approach operating at an acceptable LOS (LOS E or better) to deteriorate to LOS F and also cause the intersection to meet a traffic signal warrant
- Increase the delay by more than five seconds at a movement/approach that is operating at LOS F without the project for an unsignalized intersection that meets a signal warrant

Traffic Analysis and Impacts

Existing Conditions

Wood Rodgers conducted new 24-hour, average daily traffic (ADT) vehicular traffic counts on the study roadway segment on Tuesday, April 24, 2019 and Sunday, April 28, 2019. According to the information collected, Eastern Avenue operates at a LOS A for both weekday peak hours and Sunday mid-day peak hours (20,485 ADT and 12,970 ADT respectively).

To establish existing conditions for intersections, weekday AM and PM peak-period and Sunday mid-day peak hour turning movements were collected at the study intersections (same dates as above). That information was used to process the intersection turning movement counts for the specific study intersections. The study shows that all study intersections currently operate between LOS A and LOS C during the weekday AM and PM peak-hours (Table IS-3). None of the study intersections operate below County thresholds.

Table IS-5: Existing Condition (2019) Intersection Level of Service

Intersection	Control	Peak Hour	Delay (sec/veh)	LOS
Eastern Ave at Marconi Ave	Signal	AM	26	C
		PM	26	C
		MD[1]	19.1	B
Eastern Ave at Lyle St	OWSC	AM	16	C
		PM	13..6	B
		MD	13.5	B
Eastern Ave at Annette St	OWSC	AM	17.2	C
		PM	15.6	C
		MD	12.7	B
Eastern Ave at Hazelwood Ave	OWSC	AM	15.6	C
		PM	18.7	C
		MD	11.6	B
Eastern Ave at El Camino Ave	Signal	AM	30.7	C
		PM	29.3	C
		MD	17.5	B
Eastern Ave at Preschool Ingress Driveway	Ingress Driveway[2]	-	-	-

Intersection	Control	Peak Hour	Delay (sec/veh)	LOS
Eastern Ave at Preschool Egress Driveway	OWSC	AM	0	A
		PM	0	A
		MD	0	A
Eastern Ave at Administration Office Driveway	OWSC	AM	0	A
		PM	0	A
		MD	0	A
Eastern Ave at Community Center Driveway	OWSC	AM	0	A
		PM	0	A
		MD	0	A
Eastern Ave at Church Egress Driveway	OWSC	AM	0	A
		PM	0	A
		MD	0	A
Eastern Ave at Church Ingress Driveway	Ingress Driveway	-	-	-

1. Md = Sunday mid-day peak hour conditions
2. 2. HCM2010 requires at least one stop controlled movement when analyzing an intersection. No delay is calculated for uncontrolled ingress driveways.

EXISTING PLUS PROJECT CONDITIONS

The approximate number of trips generated by the proposed project were determined using the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition*. Based upon the project description of 13,000 square feet of church; 2,840 square feet of recreational community center; 3,420 square feet of daycare center; and 880 square feet of small office building, 349 new weekday daily trips, with 49 new trips during AM peak-hour and 53 new weekday PM peak-hour trips and 359 new Sunday daily trips will be generated.

The trip generation rates assumed for the project were then distributed and added to the existing traffic volumes and levels of service were determined for the study roadway segments and intersections. The Eastern Avenue roadway segment in the Existing Plus Project condition will continue to operate at LOS A. As shown in Table IS-4 below, the study intersections will continue operate from LOS A to LOS C during weekday and Sunday peak-hours.

The project will not result in a substantial increase to vehicle trips on area roadways which would exceed the level of service established by the County; impact is ***less than significant***.

Table IS-6: Existing Plus Project Level of Service

Intersection	Control	Peak Hour	Existing		Existing Plus Project	
			Delay	LOS	Delay	LOS
Eastern Ave at Marconi Ave	Signal	AM	26	C	26.4	C
		PM	26	C	26.3	C
		MD[1]	19.1	B	19.7	B
Eastern Ave at Lyle St	OWSC	AM	16	C	16.2	C
		PM	13..6	B	13.7	B
		MD	13.5	B	13.9	B
Eastern Ave at Annette St	OWSC	AM	17.2	C	17.3	C
		PM	15.6	C	15.8	C
		MD	12.7	B	13	B
Eastern Ave at Hazelwood Ave	OWSC	AM	15.6	C	15.7	C
		PM	18.7	C	19	C
		MD	11.6	B	11.9	B
Eastern Ave at El Camino Ave	Signal	AM	30.7	C	31.1	C
		PM	29.3	C	29.7	C
		MD	17.5	B	17.8	B
Eastern Ave at Preschool Ingress Driveway	Ingress Driveway[2]	-	-	-	-	-
Eastern Ave at Preschool Egress Driveway	OWSC	AM	0	A	14.7	B
		PM	0	A	17.8	C
		MD	0	A	0	A
Eastern Ave at Administration Office Driveway	OWSC	AM	0	A	17.8	C
		PM	0	A	21.7	C
		MD	0	A	0	A
Eastern Ave at Community Center Driveway	OWSC	AM	0	A	14.3	B
		PM	0	A	17.2	C
		MD	0	A	0	A
Eastern Ave at Church Egress Driveway	OWSC	AM	0	A	17.8	C
		PM	0	A	21.7	C
		MD	0	A	14.5	B

~~Intersection~~	~~Control~~	~~Peak Hour~~	~~Existing~~		~~Existing Plus Project~~	
~~Eastern Ave at Church Ingress Driveway~~	~~Ingress Driveway~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~

~~1. Md = Sunday mid-day peak hour conditions~~
~~2. HCM2010 requires at least one stop controlled movement when analyzing an intersection. No delay is calculated for uncontrolled ingress driveways.~~

NOISE

This section supplements the Initial Study Checklist by analyzing if the proposed project would:

- Generation of, noise levels in excess of standards established by the local general plan, noise ordinance or applicable standard of other agencies.

The project site was formerly a private K-8 school and there are many buildings and playgrounds and playfields. The proposed project does not propose many changes to the buildings or the open play areas **and intend to use the southern buildings for a worship hall and Sunday school classrooms, and the northern buildings for a preschool/daycare, church administration and community center. The outdoor playfield and playground, as noted in the Applicant's project description, would be used occasionally by church members for church events/activities**. **The playfield and playground (not associated with the proposed preschool/daycare) is a private use and there is no assumption of uses, nor has the applicant provided information that supports a more intensified use of the playfield.** ~~The~~ **Since,** ~~majority of~~ the proposed **church** use will occasionally use the playfields**,** ~~and~~ the noise associated with these areas is **considered** minor and would not significantly affect nearby sensitive receptors. **Additionally, per Zoning Regulations, parking facilities that are adjacent to residential uses are required to be separated by a solid barrier. The applicant will construct a solid concrete fence along the eastern property boundary the length of the parking facilities (see Plate 2 above).**

~~However, t~~**T**he project proposes a new preschool/daycare on the northern most parcel **(APN 271-0153-022)**. The Use Permit would allow for up to 60 children, Monday through Friday. Preschools/daycares typically have outdoor playgrounds for the children. The introduction of a playground will generate noise which may exceed standards established by the General Plan Noise Element.

The Sacramento County General Plan Noise Element contains standards for the evaluation of noise impacts created by new development.

Table IS-7: Table 2 of the Noise Element
Non-Transportation Noise Standards

Median (L50) / Maximum (Lmax)[1]				
	Outdoor Area[2]		Interior[3]	
Receiving Land Use	Daytime	Nighttime	Day & Night	Notes
All Residential	55 / 75	50 / 70	35 / 55	
Transient Lodging	55 / 75	---	35 / 55	4
Hospitals & Nursing Homes	55 / 75	---	35 / 55	5, 6
Theaters & Auditoriums	---	---	30 / 50	6
Churches, Meeting Halls, Schools, Libraries, etc.	55 / 75	---	35 / 60	6
Office Buildings	60 / 75	---	45 / 65	6
Commercial Buildings	---	---	45 / 65	6
Playgrounds, Parks, etc.	65 / 75	---	---	6
Industry	60 / 80	---	50 / 70	6

Notes:

1. The Table 2 standards shall be reduced by 5 dB for sounds consisting primarily of speech or music, and for recurring impulsive sounds. If the existing ambient noise level exceeds the standards of Table 2, then the noise level standards shall be increased at 5 dB increments to encompass the ambient.
2. Sensitive areas are defined acoustic terminology section.
3. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
4. Outdoor activity areas of transient lodging facilities are not commonly used during nighttime hours.
5. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
6. The outdoor activity areas of these uses (if any), are not typically utilized during nighttime hours.
7. Where median (L50) noise level data is not available for a particular noise source, average (Leq) values may be substituted for the standards of this table provided the noise source in question operates for at least 30 minutes of an hour. If the source in question operates less than 30 minutes per hour, then the maximum noise level standards shown would apply.

Policy NO-6 Where a project would consist of or include non-transportation noise sources, the noise generation of those sources shall be mitigated so as not to exceed the interior and exterior noise level standards of Table 2 at existing noise-sensitive areas in the project vicinity.

Children at play generate a substantial amount of noise. Generally, case studies have found that children are the loudest when first entering the playground and reduce volume as they separate and engage in play. There is a broad range of noise measurements of school playgrounds presented in published studies. The loudest reading is 71 dB at 10 feet and an average reading is 64 dB at 25 feet[1]. These two readings are similar when applying the noise attenuation constants.

The project will introduce a new source of noise associated with the preschool playground. As stated above, the school is requesting a Use Permit for up to 60 children. Not all children will be outdoors at one time; however, the children will likely be given several opportunities throughout the day to be outside.

The project site was at one time a preschool and there is an existing playground area depicted on the site plans. The project applicant has not clearly identified a new playground area for the preschool[2]; therefore, the assumption is that the existing playground will be used. From the center of the playground area, the nearest residential property line is 41 feet to the north and 47 feet to the east (measured from the center of the playground). To determine the predicted noise level for the nearest sensitive receptor, the standard attenuation of 6 dB decrease per doubling distance is applied. In order for the project to meet General Plan policies, the noise level at the nearest sensitive receptor (the property line) must not exceed 50 dB L_{50} (55 dB minus 5 dB for the noise source consisting primarily of speech). Table IS-6 below shows the various distances that are needed to meet policy requirements and Plate IS-4 shows what this would look like.

[1] CSDA Design Group. *Kiddie Academy Day Care 16601 Almaden Expressway, San Jose, Ca Environmental Noise Study*. January 20, 2016

Ldn Consulting, Inc. *Preliminary Noise Study Christian Elementary School at Faith Chapel*. February 22, 2016.

[2] **Since the preparation of this analysis, the applicant has selected a location for the preschool playground and it aligns with the 55 dB contour. The analysis remains appropriate.**

Table IS-8: Predicted Noise Distances

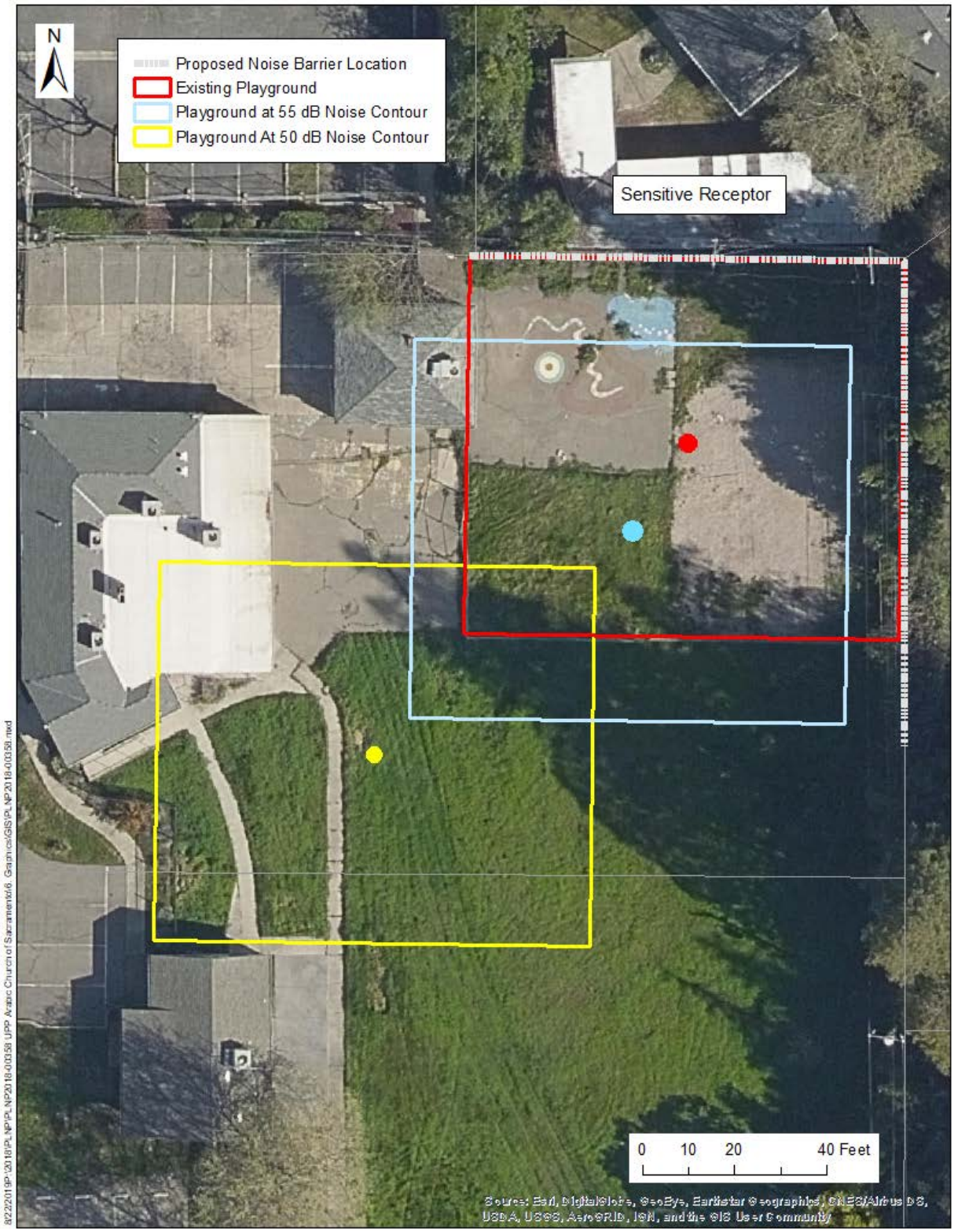
Distance From Nearest Receptor (feet)	Predicted Noise Level (dB L_{50})
41 (proposed project)	59
47 (proposed project)	58
60	55
110	50

Shifting the playground away from the nearest sensitive receptors beyond the 50 dB noise contour would place the playground closer to the buildings and Eastern Avenue and is likely not a reasonable solution. Shifting the playground to the 55 dB noise contour is reasonable; however, to reduce the noise level at the sensitive receptors property lines, a noise barrier would need to be installed along the north and east property line the length of the playground (reference Plate IS-4 for wall placement). Higher frequencies (such as young children) are generally attenuated more effectively by a barrier; therefore, a 6 foot barrier would provide at least an additional 5 dB noise reduction. In general, for every one foot in barrier height, there is one dB in attenuation. For this project, a specific noise analysis would need to be completed to determine if a higher barrier would provide sufficient noise attenuation **to keep the playground in the current location**.

CONCLUSION

The majority of the proposed project site will be used consistent with church uses. The outdoor activity areas will see occasional use by church members, but the volume of noise is not expected to exceed the median and maximum noise levels for nearby residential properties according to General Plan noise standards. The project will**, however,** introduce a new source of noise associated with the preschool playground. The noise generated by the children would exceed General Plan noise levels for L_{50} (average) daytime outdoor activity areas of nearby sensitive receptors. One way to mitigate this impact is to shift the playground southwest and place a noise barrier along the north and east property lines. Another option is to complete a noise analysis to determine a barrier height that would allow the playground to remain as is, and would reduce the proposed noise levels below General Plan standards. Mitigation is written to allow either option ensuring that the noise generated by the children are reduce to 50 dB at the neighboring residential properties. With the recommended mitigation, impacts associated with the generation of noise are ***less than significant***.

Plate IS-4: Playground Noise Exhibit



HYDROLOGY AND WATER QUALITY

This section supplements the Initial Study Checklist by analyzing if the proposed project would:

- Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.

WATER QUALITY

CONSTRUCTION WATER QUALITY: EROSION AND GRADING

Construction on undeveloped land exposes bare soil, which can be mobilized by rain or wind and displaced into waterways or become an air pollutant. Construction equipment can also track mud and dirt onto roadways, where rains will wash the sediment into storm drains and thence into surface waters. After construction is complete, various other pollutants generated by site use can also be washed into local waterways. These pollutants include; but are not limited to: vehicle fluids, heavy metals deposited by vehicles, and pesticides or fertilizers used in landscaping.

Sacramento County has a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by Regional Water Board. The Municipal Stormwater Permit requires the County to reduce pollutants in stormwater discharges to the maximum extent practicable and to effectively prohibit non-stormwater discharges. The County complies with this permit in part by developing and enforcing ordinances and requirements to reduce the discharge of sediments and other pollutants in runoff from newly developing and redeveloping areas of the County.

The County has established a Stormwater Ordinance (Sacramento County Code 15.12). The Stormwater Ordinance prohibits the discharge of unauthorized non-stormwater to the County's stormwater conveyance system and local creeks. It applies to all private and public projects in the County, regardless of size or land use type. In addition, Sacramento County Code 16.44 (Land Grading and Erosion Control) requires private construction sites disturbing one or more acres or moving 350 cubic yards or more of earthen material to obtain a grading permit. To obtain a grading permit, project proponents must prepare and submit for approval an Erosion and Sediment Control (ESC) Plan describing erosion and sediment control best management practices (BMPs) that will be implemented during construction to prevent sediment from leaving the site and entering the County's storm drain system or local receiving waters. Construction projects not subject to SCC 16.44 are subject to the Stormwater Ordinance (SCC 15.12) described above.

In addition to complying with the County's ordinances and requirements, construction sites disturbing one or more acres are required to comply with the State's General Stormwater Permit for Construction Activities (CGP). CGP coverage is issued by the State Water Resources Control Board (State Board) http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml and enforced by the Regional Water Board. Coverage is obtained by submitting a

Notice of Intent (NOI) to the State Board prior to construction and verified by receiving a WDID#. The CGP requires preparation and implementation of a site-specific Stormwater Pollution Prevention Plan (SWPPP) that must be kept on site at all times for review by the State inspector.

Applicable projects applying for a County grading permit must show proof that a WDID # has been obtained and must submit a copy of the SWPPP. Although the County has no enforcement authority related to the CGP, the County does have the authority to ensure sediment/pollutants are not discharged and is required by its Municipal Stormwater Permit to verify that SWPPPs include the minimum components.

The project must include an effective combination of erosion, sediment and other pollution control BMPs in compliance with the County ordinances and the State's CGP.

Erosion controls should always be the *first line of defense*, to keep soil from being mobilized in wind and water. Examples include stabilized construction entrances, tackified mulch, 3-step hydroseeding, spray-on soil stabilizers and anchored blankets. Sediment controls are the *second line of defense*; they help to filter sediment out of runoff before it reaches the storm drains and local waterways. Examples include rock bags to protect storm drain inlets, staked or weighted straw wattles/fiber rolls, and silt fences.

In addition to erosion and sediment controls, the project must have BMPs in place to keep other construction-related wastes and pollutants out of the storm drains. Such practices include, but are not limited to: filtering water from dewatering operations, providing proper washout areas for concrete trucks and stucco/paint contractors, containing wastes, managing portable toilets properly, and dry sweeping instead of washing down dirty pavement.

It is the responsibility of the project proponent to verify that the proposed BMPs for the project are appropriate for the unique site conditions, including topography, soil type and anticipated volumes of water entering and leaving the site during the construction phase. In particular, the project proponent should check for the presence of colloidal clay soils on the site. Experience has shown that these soils do not settle out with conventional sedimentation and filtration BMPs. The project proponent may wish to conduct settling column tests in addition to other soils testing on the site, to ascertain whether conventional BMPs will work for the project.

If sediment-laden or otherwise polluted runoff discharges from the construction site are found to impact the County's storm drain system and/or Waters of the State, the property owner will be subject to enforcement action and possible fines by the County and the Regional Water Board.

Project compliance with requirements outlined above, as administered by the County and the Regional Water Board will ensure that project-related erosion and pollution impacts are ***less than significant***.

OPERATION: STORMWATER RUNOFF

Development and urbanization can increase pollutant loads, temperature, volume and discharge velocity of runoff over the predevelopment condition. The increased volume, increased velocity, and discharge duration of stormwater runoff from developed areas has the potential to greatly accelerate downstream erosion and impair stream habitat in natural drainage systems. Studies have demonstrated a direct correlation between the degree of imperviousness of an area and the degradation of its receiving waters. These impacts must be mitigated by requiring appropriate runoff reduction and pollution prevention controls to minimize runoff and keep runoff clean for the life of the project.

The County requires that projects include source and/or treatment control measures on selected new development and redevelopment projects. Source control BMPs are intended to keep pollutants from contacting site runoff. Examples include "No Dumping-Drains to Creek/River" stencils/stamps on storm drain inlets to educate the public, and providing roofs over areas likely to contain pollutants, so that rainfall does not contact the pollutants. Treatment control measures are intended to remove pollutants that have already been mobilized in runoff. Examples include vegetated swales and water quality detention basins. These facilities slow water down and allow sediments and pollutants to settle out prior to discharge to receiving waters. Additionally, vegetated facilities provide filtration and pollutant uptake/adsorption. The project proponent should consider the use of "low impact development" techniques to reduce the amount of imperviousness on the site, since this will reduce the volume of runoff and therefore will reduce the size/cost of stormwater quality treatment required. Examples of low impact development techniques include pervious pavement and bioretention facilities.

The County requires developers to utilize the *Stormwater Quality Design Manual for the Sacramento Region, 2018* (Design Manual) in selecting and designing post-construction facilities to treat runoff from the project. Regardless of project type or size, developers are required to implement the minimum source control measures (Chapter 4 of the Design Manual). Low impact development measures and Treatment Control Measures are required of all projects exceeding the impervious surface threshold defined in Table 3-2 and 3-3 of the Design Manual. Further, depending on project size and location, hydromodification control measures may be required (Chapter 5 of the Design Manual).

Updates and background on the County's requirements for post-construction stormwater quality treatment controls, along with several downloadable publications, can be found at the following websites:

http://www.waterresources.saccounty.net/stormwater/Pages/default.aspx

http://www.beriverfriendly.net/Newdevelopment/

The final selection and design of post-construction stormwater quality control measures is subject to the approval of the County Department of Water Resources; therefore, they should be contacted as early as possible in the design process for guidance. Project compliance with requirements outlined above will ensure that project-related stormwater pollution impacts are ***less than significant***.

BIOLOGICAL RESOURCES

This section supplements the Initial Study Checklist by analyzing if the proposed project would:

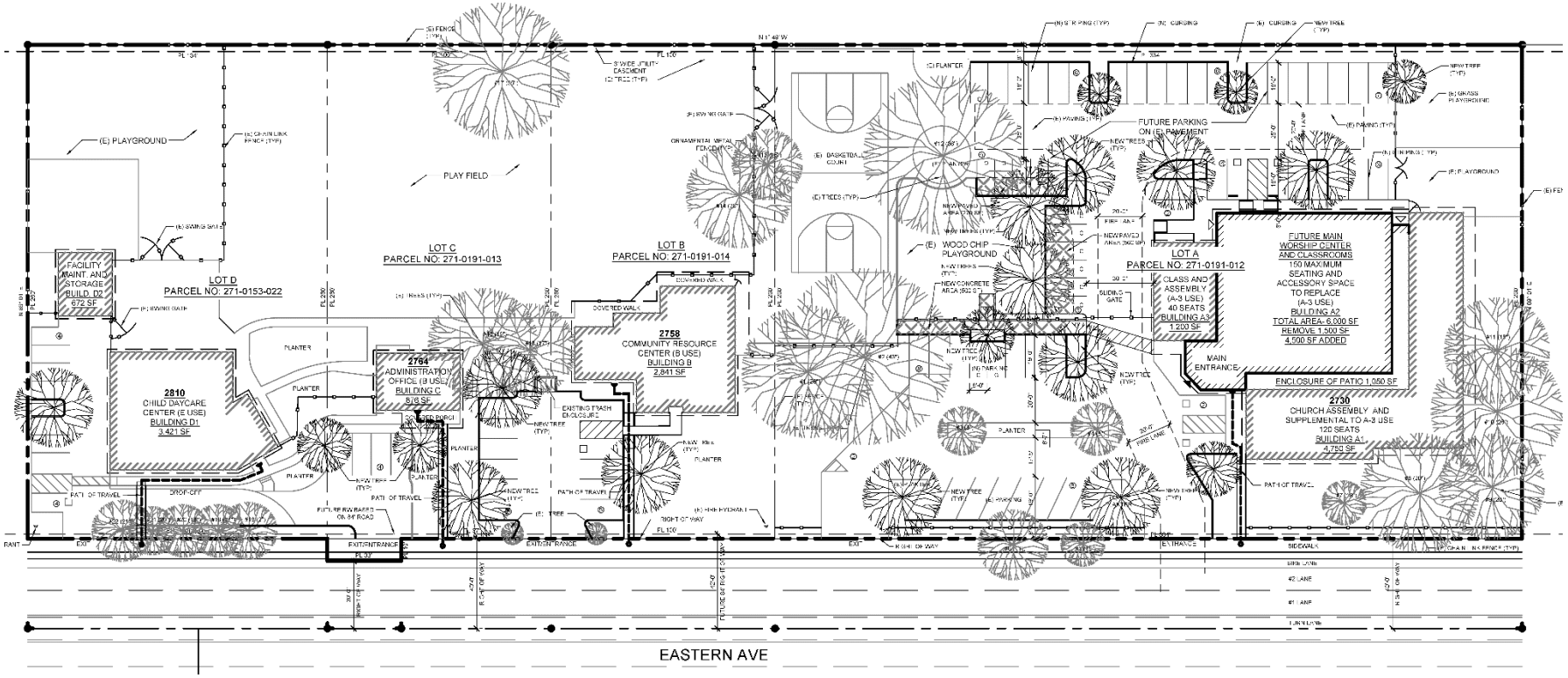
- Conflict with any local policies or ordinances protecting biological resources.

The project site is currently developed with a several buildings, parking lots, playfields and associated mature vegetation. The existing vegetation is located throughout the project site, but is generally concentrated around the structures and the landscape setbacks along the project boundaries. Vegetation is a variety of grass, shrubs, and trees. An arborist report was prepared for the project by Tree Solutions, Mark Frizzell (WE-0210AU) and is available on-line as Appendix B at: https://planningdocuments.saccounty.net/ViewProjectDetails.aspx?ControlNum=PLNP2018-00358 . The report identified and evaluated 22 trees on the project site (Plate IS-5). None of the trees are native to the Sacramento region and therefore are not afforded protection by the Sacramento County General Plan or Tree Ordinance. However, these trees do provide urban tree canopy cover to which the Sacramento County General Plan Conservation Element contains several policies aimed at preserving tree canopy within the County. These are:

> CO-145. Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the 15-year shade cover values for tree species.
>
> CO-146. If new tree canopy cannot be created onsite to mitigate for the non-native tree canopy removed for new development, project proponents (including public agencies) shall contribute to the Greenprint funding in an amount proportional to the tree canopy of the specific project.
>
> CO-147. Increase the number of trees planted within residential lots and within new and existing parking lots.
>
> CO-149. Trees planted within new or existing parking lots should utilize pervious cement and structured soils in a radius from the base of the tree necessary to maximize water infiltration sufficient to sustain the tree at full growth.

The 15-year shade cover values for tree species referenced in policy CO-145 are also referenced by the Sacramento County Zoning Code, Section 5.2.4, and the list is maintained by the Sacramento County Department of Transportation, Landscape Planning and Design Division. Policy CO-146 references the Greenprint program, which is run by the Sacramento Tree Foundation and has a goal of planting five million trees in the Sacramento region.

Plate IS-5: Tree Exhibit



Further, the proposed institutional use, church and preschool/daycare center, is required to meet the landscaping maintenance standards outlined in Section 5.2.4.H of the Zoning Code. In general, tree removal is limited to trees that are in poor health, structural distress, or are imminently hazardous. A tree removal permit must be obtained from the County Tree Coordinator or Planning Director and replacement planting will be required.

No trees are proposed for removal to accommodate the project; therefore, General Plan Policies preserving urban tree canopy are not applicable to this project. However, the arborist report recommended immediate removal of two trees (#7 and 12) due to existing defects and level of risk and removal of three other trees (#5, 6, and 15) due to severe stress/decline or impacts to infrastructure. If the project proponent seeks to remove these trees later, compliance with Section 5.2.4.H of the County Zoning Code will ensure that replacement trees will be planted, maintaining the urban tree canopy. Regardless, the project applicant proposes to plant 19 new trees throughout the project site to meet the parking lot shade requirements. The new tree canopy on the project site will more than compensate for the suggested removals (5,768 square feet removed; minimum of 5,966 square feet replaced).

Compliance with existing County Code ensures project impacts to the urban tree canopy are ***less than significant***

CULTURAL RESOURCES

This section supplements the Initial Study Checklist by analyzing if the proposed project would:

- Have a substantial adverse change in the significance of a historical resource.
- Have a substantial adverse change in the significance of an archeological resource pursuant to §15064.5.
- Cause a substantial adverse change in the significance of a tribal cultural resources as defined in Public Resources Code 21074.

Under CEQA, lead agencies must consider the effects of their projects on historical resources. The California Environmental Quality Act (CEQA) defines a “historical resource” as a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (Section 15064.5[a] of the Guidelines). Public Resources Code (PRC) Section 5024.1 requires that any properties that can be expected to be directly or indirectly affected by a proposed project be evaluated for CRHR eligibility. According to PRC Section 5024.1(c)(1 – 4), a resource may be considered *historically significant* if it retains integrity and meets at least one of the following criteria. A property may be listed in the CRHR if the resource:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region or method of installation, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

As noted above, in order to be considered eligible, a resource must meet one of the above-stated criteria and also retain integrity. Integrity has been defined by the National Park Service as consisting of seven elements: location, design, setting, materials, workmanship, feeling, and association.

The project applicant retained PAR Environmental Services, Inc. to prepare the cultural resources inventory for the project site. The following analysis contains portions of, and is based on, this report (Citation: PAR Environmental Services, Inc., April 2019. *Cultural Resources Assessment of the Proposed Arab American Learning Center, Sacramento County, California*).

Cultural Context

The sections below summarize the investigation. The cultural setting is described to examine the historic context and to define resources associated with that context, thereby establishing expectations for survey results.

Ethnography

Ethnography is the written record of a culture. Archaeology can be combined with ethnography to identify groups more specifically. Ethnographic records (from missions and other documents) show that the groups that inhabited Sacramento County are the Nisenan, or Southern Maidu, and the Plains Miwok, a subgroup of the Eastern Miwok. The Plains Miwok traditional territory included the lower reaches of the Cosumnes and Mokelumne Rivers and extended west to the Sacramento River from Rio Vista north to Freeport (Levy 1978). Ethnographers generally agree that Nisenan territory included the drainages of the Bear, American, Yuba, and southern Feather Rivers and extended from the Sacramento River east to the crest of the Sierra Nevada (Beals 1933, Bennyhoff 1977, Kroeber 1976, Levy 1978, Wilson and Towne 1978). Thus, the proposed project is located within the territory commonly attributed to the ethnographic Nisenan.

Nisenan sites included villages, seasonal camps, quarries, ceremonial grounds, trading sites, fishing stations, cemeteries, and river crossings (Wilson and Towne 1978:389). Principal villages included a large, semi-subterranean assembly house and substantial residences that were partly excavated into the ground. These types of houses were constructed of a frame covered with brush or tules. Acorns were the staple among many California native groups. Villages ranged in size from small extended families of 15 to 20 individuals to large groups of 500.

HISTORY

The project area is located in the historic Rancho Del Paso land grant. The land grant covered 44,374 acres, extending north of the American River to Modern day North Highlands community, covering most of the Arden Arcade/Carmichael area. The Rancho was originally granted to Eliab Grimes by the Mexican government in 1844 and by 1849, Samuel Norris claimed ownership. Norris spent a decade and most of his money defending the right to ownership and eventually lost the Rancho to James Ben Ali Haggin and Lloyd Tevis. Ben Ali Haggin, held a passion for racehorses and started a breeding program for harness horses and eventually thoroughbreds. In 1891, Haggin retired and by 1910, Rancho del Paso was sold to the Sacramento Valley Colonization Company. Urbanization of this area did not begin in earnest until the 1940s and 50s.

Pre-Field and Fieldwork Research and Methodology

Research for this project was conducted in phases. The first phase consisted of an archival search of available records, repositories, and other sources of information applicable to the project area. The second phase consisted of fieldwork; project personnel conducted a pedestrian survey of the project site to inventory any cultural resources observed. The two phases of research are discussed below.

ARCHIVAL RESEARCH

A record search was performed at the North Central Information Center (NCIC) of the California Historical Records Information System to identify known resources in the project area. The record search identified one historical resource and zero prehistoric resources within ¼ mile of the project boundary. The NCIC search did show two cultural resources reports were previously completed within ¼ mile of the project site.

FIELD WORK

PEDESTRIAN SURVEY

The project site was walked by PAR archeologist, Robert Gerry, in transects spaced five meters apart over the whole project area. Since much of the ground is paved or covered by buildings, special attention was given to the mowed fields for evidence of prehistoric or historic activity. No evidence of prehistoric or historic activity was noted on the project site.

CULTURAL RESOURCES IMPACT CONCLUSION

The project site contains several structures some of which are over 50 years old. The structures were evaluated using the criteria of the CRHR. There is no indication that the original residents were historically important and no historical events happened at this location. There is nothing unusual about the original styles and methods of construction. Further, most of the structures have been extensively modified. The structures are not eligible for the California Register of Historical Resources.

The archival and field surveys of the project site did not identify any archeological sites or isolates. Due to the highly disturbed nature of the project site, it is unlikely to encounter potentially significant resources during construction. However, any time that

soil is excavated archeological materials could be uncovered. Mitigation is recommended to ensure proper treatment and protection of unanticipated archeological discoveries during ground disturbance. With implementation of recommended mitigation, impacts to cultural resources are considered ***less than significant***.

TRIBAL CULTURAL RESOURCES

In accordance with the AB-52 process, Sacramento County sent notification letters on June 26, 2019, to three local tribes upon initiation of environmental review for the project in order to identify potentially significant historical and traditional Native American Tribal resources within the project site. The United Auburn Indian Communities (UAIC) expressed interest in the project and requested tribal consultation.

The UAIC requested the cultural survey prepared for the project site and also requested that mitigation measures are added to ensure the protection and preservation of tribal resources if uncovered during project construction. County Staff provided the cultural survey report and has included standard mitigation in the event of discovery of unknown Tribal Resources.

As with archaeological resources, mitigation is recommended to ensure proper treatment and protection of unanticipated tribal resources discoveries during ground disturbance. With implementation of recommended mitigation, impacts to tribal cultural resources are considered ***less than significant***.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measure A is critical to ensure that identified significant impacts of the project are reduced to a level of less than significant. Pursuant to Section 15074.1(b) of the CEQA Guidelines, each of these measures must be adopted exactly as written unless both of the following occur: (1) A public hearing is held on the proposed changes; (2) The hearing body adopts a written finding that the new measure is equivalent or more effective in mitigating or avoiding potential significant effects and that it in itself will not cause any potentially significant effect on the environment.

As the applicant, or applicant's representative, for this project, I acknowledge that project development creates the potential for significant environmental impact and agree to implement the mitigation measures listed below, which are intended to reduce potential impacts to a less than significant level.

Applicant _[Original Signature on File]_____ Date: _____

MITIGATION MEASURE A: SOUND BARRIER

In order to reduce the noise generated by the outdoor playground associated with the preschool (APN 271-0153-022) to acceptable General Plan noise levels, 50 dB L_{50} at the north and east property lines, one of the following options may be used:

1. Delineate the play area by placing fencing a minimum of 30 feet from the north and east property lines. A solid noise barrier measuring six (6) feet in height, relative to the preschool playground elevation shall be constructed along the north and east property lines.

   Suitable material for the noise barrier may include masonry and precast concrete panels. Other material may be acceptable provided that all materials meet a barrier mass of 4lbs/square foot, or is shown to provide sufficient transmission loss through product specifications or independent acoustical testing.

2. The playground can remain in the existing location provided that an acoustical analysis prepared by a qualified acoustical consultant shows that the new barrier height meets or exceeds the General Plan requirement of 50 dB L_{50} at the north and east property lines.

MITIGATION MEASURE B: CULTURAL RESOURCES UNANTICIPATED DISCOVERY

In the event that human remains are discovered in any location other than a dedicated cemetery, work shall be halted and the County Coroner contacted. For all other unexpected cultural resources discovered during project construction, work shall be halted until a qualified archaeologist may evaluate the resource encountered.

1. Pursuant to Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, if a human bone or bone of unknown origin is found during construction, all work is to stop and the County Coroner and the Office of Planning and Environmental Review shall be immediately notified. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposition of, with appropriate dignity, the human remains and any associated grave goods.

2. In the event of an inadvertent discovery of cultural resources (excluding human remains) during construction, all work must halt within a 200-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.

a. Work cannot continue within the 200-foot radius of the discovery site until the archaeologist and/or tribal monitor conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.

b. If a potentially-eligible resource is encountered, then the archaeologist and/or tribal monitor, Planning and Environmental Review Division staff, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to the County Environmental Coordinator as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

MITIGATION MEASURE COMPLIANCE

Comply with the Mitigation Monitoring and Reporting Program (MMRP) for this project as follows:

1. The proponent shall comply with the MMRP for this project, including the payment of a fee to cover the Office of Planning and Environmental Review staff costs incurred during implementation of the MMRP. The MMRP fee for this project is $2,000. This fee includes administrative costs of $900.00.

2. Until the MMRP has been recorded and the administrative portion of the MMRP fee has been paid, no final parcel map or final subdivision map for the subject property shall be approved. Until the balance of the MMRP fee has been paid, no encroachment, grading, building, sewer connection, water connection or occupancy permit from Sacramento County shall be approved.

INITIAL STUDY CHECKLIST

Appendix G of the California Environmental Quality Act (CEQA) provides guidance for assessing the significance of potential environmental impacts. Based on this guidance, Sacramento County has developed the following Initial Study Checklist. The Checklist identifies a range of potential significant effects by topical area. The words "significant" and "significance" used throughout the following checklist are related to impacts as defined by the California Environmental Quality Act as follows:

1 Potentially Significant indicates there is substantial evidence that an effect MAY be significant. If there are one or more "Potentially Significant" entries an Environmental Impact Report (EIR) is required. Further research of a potentially significant impact may reveal that the impact is actually less than significant or less than significant with mitigation.

2 Less than Significant with Mitigation applies where an impact could be significant but specific mitigation has been identified that reduces the impact to a less than significant level.

3 Less than Significant or No Impact indicates that either a project will have an impact but the impact is considered minor or that a project does not impact the particular resource.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
1. **LAND USE** - Would the project:					
a. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to a general plan, specific plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		The project is a request for a Use Permit to operate a church and private preschool. The project is in the RD-4 zone and the proposed use is conditionally permitted with a Use Permit to the Planning Commission. The project is consistent with environmental policies of the Sacramento County General Plan, Arden Arcade Community Plan and Sacramento County Zoning Code. Impacts to land use regulations adopted for the purpose of avoiding or mitigating an environmental effect are less than significant impact.
b. Physically disrupt or divide an established community?			X		The project will not create physical barriers that substantially limit movement within or through the community. The proposed project will redevelop existing parcels in a developed community. No uses or features are proposed which will divide the community. Impacts are less than significant.
2. **POPULATION/HOUSING -** Would the project:					
a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of infrastructure)?				X	The project will neither directly nor indirectly induce substantial unplanned population growth; the proposal is consistent with existing land use designations.
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?				X	The project will not result in the removal of existing housing, and thus will not displace substantial amounts of existing housing.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
3. **AGRICULTURAL RESOURCES** - Would the project:					
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?				X	The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the current Sacramento County Important Farmland Map published by the California Department of Conservation. The site does not contain prime soils.
b. Conflict with any existing Williamson Act contract?				X	No Williamson Act contracts apply to the project site.
c. Introduce incompatible uses in the vicinity of existing agricultural uses?				X	The project does not occur in an area of agricultural production.
4. **AESTHETICS -** Would the project:					
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?				X	The project does not occur in the vicinity of any scenic highways, corridors, or vistas.
b. In non-urbanized areas, substantially degrade the existing visual character or quality of the site and its surroundings?				X	The project is not located in a non-urbanized area.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		It is acknowledged that aesthetic impacts are subjective and may be perceived differently by various affected individuals. Nonetheless, given the urbanized environment in which the project is proposed, it is concluded that the project would not substantially degrade the visual character or quality of the project site or vicinity

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Create a new source of substantial light, glare, or shadow that would result in safety hazards or adversely affect day or nighttime views in the area?			X		The project will renovate a significant portion of the property. Renovation includes updating the parking lot lighting. The parking area will expand to the east and compliance with County zoning code standard specification regarding parking lot lighting will ensure that lighting is directed away from neighboring properties with minimal light spill. The surrounding public streets are lit and given the urbanized area, the proposed project will not result in safety hazards or adversely affect day or nighttime views in the area.
5. **AIRPORTS -** Would the project:					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?				X	The project occurs outside of any identified public or private airport/airstrip safety zones.
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?				X	The project occurs outside of any identified public or private airport/airstrip noise zones or contours.
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?				X	The project does not affect navigable airspace.
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	The project does not involve or affect air traffic movement.
6. **PUBLIC SERVICES -** Would the project:					
a. Have an adequate water supply for full buildout of the project?			X		The water service provider has adequate capacity to serve the water needs of the proposed project.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?			X		The Sacramento Regional County Sanitation District has adequate wastewater treatment and disposal capacity to service the proposed project.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		The Kiefer Landfill has capacity to accommodate solid waste until the year 2050.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from service line extension.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and the extension of facilities would take place within areas already proposed for development as part of the project. No significant new impacts would result from stormwater facility extension.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		Minor extension of utility lines would be necessary to serve the proposed project. Existing utility lines are located along existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from utility extension.
g. Result in substantial adverse physical impacts associated with the provision of emergency services?			X		The project would incrementally increase demand for emergency services, but would not cause substantial adverse physical impacts as a result of providing adequate service.
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X	The project will not require the use of public school services.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	The project will not require park and recreation services.
7. **TRANSPORTATION/TRAFFIC** - Would the project:					
a. **Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?** ~~Result in a substantial increase in vehicle trips that would exceed, either individually or cumulatively, a level of service standard established by the County?~~			X		**The project includes a combination of land uses that fit the criteria of being locally serving and small projects.** ~~A Traffic Impact Study was prepared for the proposed project which concluded that the project will result in less than significant impacts to local roadways and intersections.~~ Refer to the Transportation/Traffic discussion in the Environmental Impacts discussion above.
b. Result in a substantial adverse impact to access and/or circulation?			X		No changes to existing access and/or circulation patterns would occur as a result of the project. The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
c. Result in a substantial adverse impact to public safety on area roadways?				X	No changes to existing access and/or circulation patterns would occur as a result of the project; therefore no impacts to public safety on area roadways will result.
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X	The project does not conflict with alternative transportation policies of the Sacramento County General Plan, with the Sacramento Regional Transit Master Plan, or other adopted policies, plans or programs supporting alternative transportation.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
8. **AIR QUALITY** - Would the project:					
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?			X		The project does not exceed the screening thresholds established by the Sacramento Metropolitan Air Quality Management District and will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?				X	See Response 8.a.
c. Create objectionable odors affecting a substantial number of people?				X	The project will not generate objectionable odors.
9. **NOISE -** Would the project:					
a. Generation of, noise levels in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?		X			The project will introduce a new noise generating use – preschool. The proposed use is adjacent to sensitive receptors, which will experience noise levels in excess of General Plan policies. Mitigation will reduce these impacts to less than significant levels. Refer to the Noise discussion in the Environmental Effects section above.
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?			X		Project construction will result in a temporary increase in ambient noise levels in the project vicinity. **General construction equipment may include, but is not limited to backhoes, generators, jackhammers, pneumatic tools.** This impact is less than significant due to the temporary nature of the these activities, limits on the duration of noise**, exemption of daytime construction noise**, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code).
c. Generate excessive groundborne vibration or groundborne noise levels.				X	The project will not involve the use of pile driving or other methods that would produce excessive groundborne vibration or noise levels at the property boundary.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
10. **HYDROLOGY AND WATER QUALITY** - Would the project:					
a. Substantially decrease groundwater supplies or substantially interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X		The project will incrementally add to groundwater consumption; however, the singular and cumulative impacts of the proposed project upon the groundwater decline in the project area are minor.
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X		The project does not involve any substantial modifications that would substantially alter the existing drainage pattern and or/increase the rate or amount of surface runoff in a manner that would lead to flooding.
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?				X	The project is not within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map, nor is the project within a local flood hazard area.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?				X	The project site is not within a 100-year floodplain..
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?				X	The project is not located in an area subject to 200-year urban levels of flood protection (ULOP).
f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	The project will not expose people or structures to a substantial risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X		Adequate on- and/or off-site drainage improvements will be required pursuant to the Sacramento County Floodplain Management Ordinance and Improvement Standards.
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		Compliance with the Stormwater Ordinance and Land Grading and Erosion Control Ordinance (Chapters 15.12 and 14.44 of the County Code respectively) will ensure that the project will not create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
11. **GEOLOGY AND SOILS** - Would the project:					
a. Expose people or structures to substantial risk of loss, injury or death involving 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?			X		Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone. Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. The Uniform Building Code contains applicable construction regulations for earthquake safety that will ensure less than significant impacts.
b. Result in substantial soil erosion, siltation or loss of topsoil?			X		Compliance with the County's Land Grading and Erosion Control Ordinance will reduce the amount of construction site erosion and minimize water quality degradation by providing stabilization and protection of disturbed areas, and by controlling the runoff of sediment and other pollutants during the course of construction.
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, soil expansion, liquefaction or collapse?			X		Pursuant to Title 16 of the Sacramento County Code and the Uniform Building Code, a soils report will be required prior to building construction. If the soils report indicates than soils may be unstable for building construction then site-specific measures (e.g., special engineering design or soil replacement) must be incorporated to ensure that soil conditions will be satisfactory for the proposed construction.
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?				X	A public sewer system is available to serve the project.
e. Result in a substantial loss of an important mineral resource?				X	The project is not located within an Aggregate Resource Area as identified by the Sacramento County General Plan Land Use Diagram, nor are any important mineral resources known to be located on the project site.
f. Directly or indirectly destroy a unique paleontological resource or site?				X	No known paleontological resources (e.g. fossil remains) or sites occur at the project location.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
12. **BIOLOGICAL RESOURCES** - Would the project:					
a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?				X	No special status species are known to exist on or utilize the project site, nor would the project substantially reduce wildlife habitat or species populations.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?				X	No sensitive natural communities occur on the project site, nor is the project expected to affect natural communities off-site.
c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?				X	No protected surface waters are located on or adjacent to the project site.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?				X	The project site is already developed. No existing vegetation will be modified. The project will not effect the movement of resident or migratory fish or wildlife species, and no major wildlife corridors would be affected.
e. Adversely affect or result in the removal of native or landmark trees?				X	No native and/or landmark trees occur on the project site, nor is it anticipated that any native and/or landmark trees would be affected by off-site improvement required as a result of the project. Refer to the Biological Resources discussion in the Environmental Effects section above.
f. Conflict with any local policies or ordinances protecting biological resources?				X	The project is consistent with local policies/ordinances protecting biological resources. Refer to the Biological Resources discussion in the Environmental Effects section above.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?				X	There are no known conflicts with any approved plan for the conservation of habitat.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
13. **CULTURAL RESOURCES -** Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?				X	No historical resources would be affected by the proposed project.
b. Have a substantial adverse effect on an archaeological resource?			X		A cultural resources survey was conducted on the project site. Refer to the Cultural Resources discussion in the Environmental Effects Section above.
c. Disturb any human remains, including those interred outside of formal cemeteries?			X		No known human remains exist on the project site. Nonetheless, mitigation has been recommended to ensure appropriate treatment should remains be uncovered during project implementation.
d. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?			X		Notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes and request for consultation was received. Refer to the Cultural Resources discussion in the Environmental Effects section above.
14. **HAZARDS AND HAZARDOUS MATERIALS** - Would the project:					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	The completed project does not involve the routine transport, use, and/or disposal of hazardous material.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		The project involves the renovation and/or demolition of structures which may contain asbestos or lead paint. Compliance with current regulations regarding removal and disposal will reduce this impact to less than significant..
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?			X		The project involves the renovation and/or demolition of structures which may contain asbestos or lead paint. Compliance with current regulation regarding removal and disposal will reduce this impact to less than significant. The completed project does not involve the use or handling of hazardous material.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?				X	The project is not located on a known hazardous materials site.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?				X	The project would not interfere with any known emergency response or evacuation plan.
f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?				X	The project is within the urbanized area of the unincorporated County. There is no significant risk of loss, injury, or death to people or structures associated with wildland fires.
15. ENERGY – Would the project:					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X		The project will involve the remodeling or expansion of the existing vacant buildings. Energy consumption during construction or operation will comply with Title 24, Green Building Code. All project energy efficiency requirements will be met resulting in less than significant impacts.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X	The project will comply with Title 24, Green Building Code, for all project energy efficiency requirements.
16. GREENHOUSE GAS EMISSIONS – Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		The project will not have the potential to interfere with the County meeting the goals of AB 32 (reducing greenhouse gas emissions to 1990 levels by 2020); therefore, the climate change impact of the project is considered less than significant.
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?				X	The project is consistent with County policies adopted for the purpose of reducing the emission of greenhouse gases.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Low Density Residential	X		
Community Plan	Residential Density 4	X		
Land Use Zone	RD-4	X		Consistent upon approval of Use Permit and Design Review.

INITIAL STUDY PREPARERS

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