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## 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 Negative Declaration re: The Project described as follows:

1. **Control Number: PLNP2019-00333**
2. **Title and Short Description of Project:** Mosaic Law Event Center

The project applicant requests the following entitlements from the County of Sacramento:

A **Use Permit Amendment** to allow non-congregational event center use, incidental to the existing church facility and private school uses, on approximately 9.6 acres in the RD-20 (F) zoning district.

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

The request includes limiting the number of non-congregational events to 70 per year and a maximum of 400 attendees per event. Outdoor events would be limited to 45 persons within the Friedman Courtyard. To accommodate additional parking volume and demand, a Traffic Management and Parking Plan is proposed along with an agreement with the Unitarian Universalist Church, located approximately 1,000 feet to the east of the subject parcel, for an additional 166 parking spaces.

3. **Assessor's Parcel Number: 294-0070-001**
4. **Location of Project:** The project site is located at 2300 Sierra Boulevard, approximately 0.2 miles east of Howe Avenue, in the Arden-Arcade community
5. **Project Applicant:** Mosaic Law Congregation
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 Office of County Planning and Environmental Review in support of this Negative Declaration. Further information may be obtained by contacting the Office Planning and Environmental Review at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141.

**[Original Signature on File]**

**Joelle Inman**

Environmental Coordinator

County of Sacramento, State of California

COUNTY OF SACRAMENTO  
OFFICE OF PLANNING AND ENVIRONMENTAL REVIEW  
INITIAL STUDY

PROJECT INFORMATION

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**CONTROL NUMBER: PLNP2019-00333**

**NAME:** Mosaic Law Event Center

**LOCATION:** The project site is located at 2300 Sierra Boulevard, approximately 0.2 miles east of Howe Avenue, in the Arden-Arcade community (reference Plate IS-1).

**ASSESSOR'S PARCEL NUMBER:** 294-0070-001

**OWNER/APPLICANT:** Mosaic Law Congregation  
Attn: Barry Weiner

**APPLICANT REPRESENTATIVE:** Holloway Land Co, Inc.  
Attn: Brian Holloway

PROJECT DESCRIPTION

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The project applicant requests the following entitlements from the County of Sacramento:

1. A **Use Permit Amendment** to allow non-congregational event center use, incidental to the existing church facility and private school uses, on approximately 9.6 acres in the RD-20 (F) zoning district. Reference Plate IS-2 for Event Center Location.
2. A **Design Review** to comply with the Countywide Design Guidelines.

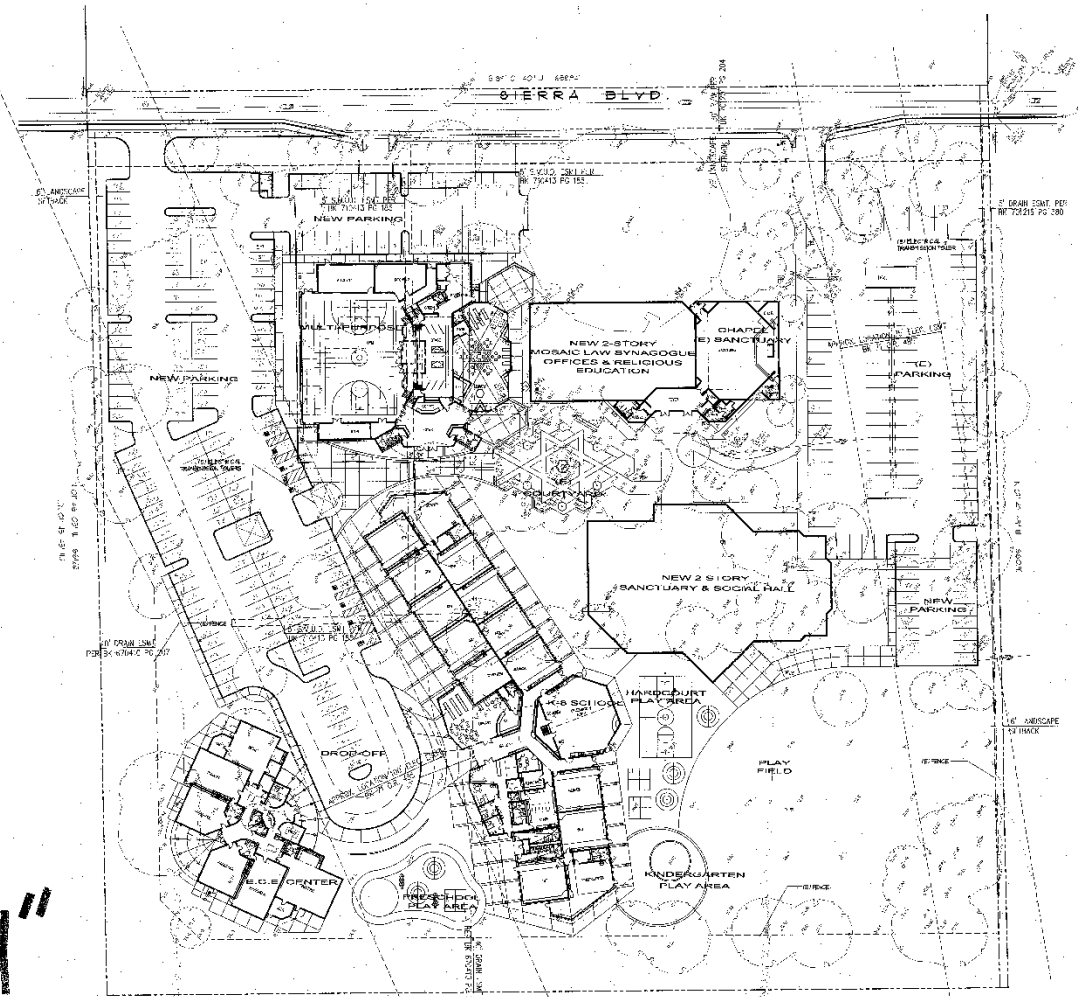
The request includes limiting the number of non-congregational events to 70 per year and a maximum of 400 attendees per event. Outdoor events would be limited to 45 persons within the Friedman Courtyard (Plate IS-3). To accommodate additional parking volume and demand, a Traffic Management and Parking Plan is proposed along with an agreement with the Unitarian Universalist Church, located approximately 1,000 feet to the east of the subject parcel, for an additional 166 parking spaces.

Plate IS-1: Project Location and Aerial Photo (2019)





Plate IS-2: Mosaic Law Facility Layout Plan



PROPOSED SITE PLAN

EXISTING BUILDINGS TO BE REMODELED:

Synagogue & Social Hall	15,000 s.f.
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EXISTING BUILDINGS TO BE DELETED:

How dance	1,900 s.f.
Classrooms & Law Offices	11,300 s.f.
<b>Total:</b>	<b>13,200 s.f.</b>

PROPOSED NEW BUILDINGS:

Early Childhood Center (ECE)	10,000 s.f.
Multipurpose Building	20,000 s.f.
Classroom Building	34,000 s.f.
New 2-Story Sanctuary, Social Hall	34,800 s.f.
<b>Total:</b>	<b>98,800 s.f.</b>

TOTAL PROJECT BUILD OUT: 103,800 s.f.

STUDENT POPULATION:

Early Childhood Education (ECE)	120 Students
K-8 Education on School	400 Students

PARKING:

Parking Required:	980 / 3 = 290 (Based on Min. Assembly Area)
Parking Provided:	Existing: 85 stalls
	New: 166 stalls
	<b>Total: 251 stalls</b>
Over Flow Parking:	50 stalls (Gross Playlot @ 55)
<b>Total Parking:</b>	<b>311 stalls</b>

PROJECT BUILD OUT:

- PHASE ONE YEARS 1-3**
- Existing Synagogue and Social Hall to remain
  - Existing Religious Education Building to remain
  - Construct new Early Childhood Education Building and play area
  - Construct new K-8 Classroom building (7, 8 & future phases) and play area
  - Construct New Multipurpose Building and Library - library can use remaining independent of Multipurpose
  - Construct new parking lot and entry off Sierra Blvd.
  - Develop existing staff parking lot in front
  - Develop landscaped site including irrigation, playground areas as required
- PHASE TWO YEARS 4-8**
- Demolish Existing religious education Building
  - Construct new two story sanctuary and social hall complex with kitchen
  - Revised existing room hall and kitchen area into a two story religious education Classroom and Study - Corporation Offices
  - Existing Playlot to be retained as a chapel
- PHASE THREE YEARS 10-12**
- Construct the new classroom building with a one or two story addition of classrooms for 7 and 8 grades as well as additional support classrooms as required
- Note: Phase Three could be accomplished at an earlier time, with a partial demolition of the west end of the religious education building and retaining the rest of the existing complex.



SEP. 16, 2003  
MOSAIC LAW CONGREGATION

MOSAIC LAW CONGREGATION- CONCEPTUAL MASTER PLAN  
NEW SHALOM SCHOOL CAMPUS

SACRAMENTO, CALIFORNIA

LEARNING ENVIRONMENTS GROUP  
WILLIAMS + PADDON, ARCHITECTS + PLANNERS

916 786-8178



Plate IS-3: Friedman Courtyard



## ENVIRONMENTAL SETTING

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The project site is fully developed with a sanctuary, administration/education building, private school – preschool through 6<sup>th</sup> grade, multi-purpose building and associated parking. The Synagogue typically holds faith services after sundown on Fridays and Saturday mornings in the sanctuary. Youth religious classes are held on Sundays and weekday evenings in the administration/education building. The Shalom School operates weekdays and holiday programs. The multi-purpose building/Event Center is used for larger events for congregation, school, and non-congregational events. The building is available 7-days per week from 8am to midnight. The maximum seating for the building is 440 persons for banquet seating and 860 persons for assembly seating. Outdoor events are not allowed to use amplified music or loud speakers. Perimeter and parking lot landscaping integrates native oaks and non-native ornamental shade trees.

The project is located along the south side of Sierra Boulevard, a two-lane collector. No on-street parking is allowed along the north or south side of Sierra Boulevard. The surrounding community consists of single and multi-family residential and offices.

## ENVIRONMENTAL EFFECTS

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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 potentially significant effects by topical area. The topical discussions that follow are provided only when additional analysis beyond the Checklist is warranted.

## BACKGROUND

The original Use Permit to allow a church facility (Mosaic Law Congregation) in the RD-20 zoning district was approved on July 30, 1964. On January 24, 2005, the County Planning Commission (Planning Commission) approved a Use Permit to allow the expansion of the existing church facility; a Use Permit to allow a private school; and a Special Review of Parking to reduce the required parking from 330 parking spaces to 281 parking spaces on the subject parcel (Control No. 03-0630). The 20,000 square-foot multi-purpose building, or Event Center, was proposed as part of this expansion and construction was completed in 2009. Under the existing use permit, the church and school is allowed to hold events related to these uses on the subject parcel. Non-congregational events were allowed under a Temporary Use Permit for one event in 2015 (Control No. PLNP2015-00169) and for 10 events in 2019/2020 (Control No. PLNP2019-00289). More events than what was allowed under the Temporary Use Permit were held; therefore, the County Office of Planning and Environmental Review required the owner to apply for a Use Permit Amendment.

## LAND USE

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

- Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The Mosaic Law Congregation and Shalom School is located in the Arden-Arcade community. As outlined in the Background section above, several Use Permits have been issued for this property. According to the Chapter 3, Use Regulations, of the Sacramento County Zoning Code, an event center/reception hall is not an allowed use in the residential zone. However, Chapter 7 of the Zoning Code defines *incidental use* as a use which is subordinate and of minor consequence to the primary use on the same site and occupies not more than 25 percent of the gross floor area and less than 25 percent of the outdoor storage area. Therefore, the proposed use of the multi-purpose building, aka, Event Center, for non-congregational events, must be incidental to the primary use (church and school), which requires a Use Permit Amendment to the Use Permit granted for Control No. 2003-0630.

According to the Site Plan presented in Plate IS-2 above, the multi-purpose building comprises approximately 19.3<sup>1</sup> percent of the property's total gross building square footage. Therefore, the use of the multi-purpose building for incidental uses meets the definitions of the Zoning Code.

Further, it is the Planning Director's determination that event center/reception hall use standards as a primary use (provided in Section 3.7.4.H of the Zoning Code) will be used as guidance for analyzing this project. Conditions of approval for the project may include restricted hours, frequency of events, restrictions on alcohol sales, additional onsite security, an additional parking or traffic controls, etc. as need to ensure minimal nuisance impacts to surrounding properties.

The proposed non-congregational events can be considered as an incidental use and along with project Conditions of Approval, the project will not conflict with the Zoning Code. General Plan policies intended to avoid or mitigate an environmental effect associated with noise and circulation are discussed in topical sections later in this document. Impacts associated with land use are ***less than significant***.

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<sup>1</sup> 19.3 percent = (20,000-square-foot multipurpose building) / (103,800 square feet total gross floor area of structures on subject parcel).



## 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 a substantial adverse impact to public safety on area roadways.

### *VEHICLE MILES TRAVELED (VMT) ANALYSIS*

The passage of Senate Bill 743 (SB 743) in the fall of 2013 led to a change in the way that transportation impacts are measured under CEQA. Starting on July 1, 2020, automobile delay and level of service (LOS) may no longer be used as the performance measure to determine the transportation impacts of land development projects under CEQA. Instead, an alternative metric that supports the goals of the SB 743 legislation is required. Although there is no requirement to use any particular metric, the use of VMT has been recommended by the Governor’s Office of Planning and Research. 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. SB 743 also applies to transportation projects, although agencies are given flexibility in the determination of the performance measure for these types of projects.

The intent of SB 743 is to bring CEQA transportation analyses into closer alignment with other statewide policies regarding greenhouse gases, complete streets, and smart growth. Using VMT as a performance measure instead of LOS is intended to discourage suburban sprawl, reduce greenhouse gas emissions, and encourage the development of smart growth, complete streets, and multimodal transportation networks.

Sacramento County Department of Transportation (SacDOT) has updated the Sacramento County Transportation Analysis Guidelines to reflect the new analysis requirements. The updated guidelines can be viewed at: <https://sacdot.saccounty.net/Documents/A%20to%20Z%20Folder/Traffic%20Analysis/Transportation%20Analysis%20Guidelines%2009.10.20.pdf#search=transportation%20guidelines>

SacDOT has developed screening criteria for development projects. The screening criteria for VMT thresholds of significance are summarized in Table IS-1.

**Table IS-1: Screening Criteria for CEQA Transportation Analysis**

Type	Screening Criteria
Small Projects	<ul style="list-style-type: none"> <li>• Projects generating less than 237 average daily traffic (ADT)</li> </ul>
Local-Serving Retail <sup>1</sup>	<ul style="list-style-type: none"> <li>• 100,000 square feet of total gross floor area or less; <u>OR</u> if supported by a market study with a capture area of 3 miles or less; <u>AND</u></li> <li>• Local Serving: Project does not have regional-serving characteristics.</li> </ul>
Local-Serving Public Facilities/Services	<ul style="list-style-type: none"> <li>• Transit centers</li> <li>• Day care center</li> <li>• Public K-12 schools</li> <li>• Neighborhood park (developed or undeveloped)</li> <li>• Community center</li> <li>• Post offices</li> <li>• Police and fire facilities</li> <li>• Branch libraries</li> <li>• Government offices (primarily serving customers in-person)</li> <li>• Utility, communications, and similar facilities</li> <li>• Water sanitation, waste management, and similar facilities</li> </ul>
Projects Near Transit Stations	<ul style="list-style-type: none"> <li>• High-Quality Transit: Located within ½ a mile of an existing major transit stop<sup>2</sup> or an existing stop along a high-quality transit corridor<sup>3</sup>; <u>AND</u></li> <li>• Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; <u>AND</u></li> <li>• Parking: Provides no more than the minimum number of parking spaces required<sup>4</sup>; <u>AND</u></li> <li>• Sustainable Communities Strategy (SCS): Project is not inconsistent with the adopted SCS; <u>AND</u></li> <li>• Affordable Housing: Does not replace affordable residential units with a smaller number of moderate- or high-income residential units; <u>AND</u></li> <li>• Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.</li> </ul>

<p>Restricted Affordable Residential Projects</p>	<ul style="list-style-type: none"> <li>• Affordability: Screening criteria only apply to the restricted affordable units; AND</li> <li>• Restrictions: Units must be deed-restricted for a minimum of 55 years; AND</li> <li>• Parking: Provides no more than the minimum number of parking spaces required<sup>4</sup>; AND</li> <li>• Transit Access: Project has access to transit within a ½ mile walking distance; AND</li> <li>• Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.</li> </ul>
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<sup>1</sup> See Appendix A for land use types considered to be retail.

<sup>2</sup> 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”).

<sup>3</sup> 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”).

<sup>4</sup> Sacramento County Zoning Code Chapter 5: Development Standards

**SIGNIFICANCE THRESHOLDS**

The project is an event center or reception hall and is therefore considered a regional service according the Transportation Analysis Guidelines. Regionally serving projects typically draw from larger areas, potentially resulting in higher VMT. According to Table IS-2 below, the VMT significance criteria is measured by a net increase in regional VMT, where any increase in VMT is considered significant.

**Table IS-2: Significance Thresholds for CEQA Transportation Analysis for Development Projects**

Project Type	VMT Significance Criteria	Threshold
Residential	Project VMT per capita exceeds 85 percent of the regional average VMT per capita	>15.0 VMT per capita
Commercial	Project VMT per employee exceeds 85 percent of the regional average VMT per employee	>13.9 VMT per employee
Industrial	Project VMT per employee exceeds the regional average VMT per employee	>16.4 VMT per employee
Regional Retail	Net increase in regional VMT	VMT increase
Regional Public Facilities/Services	Net increase in regional VMT	VMT increase
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)	Relevant threshold above
Mixed Use	Apply the relevant threshold to each land use component individually	Relevant threshold above
Phased	Apply the relevant threshold to each land use component individually	Relevant threshold above
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.	Appropriate thresholds above or per Table 5-2 (refer to TAG)
<p>1. Refer to Appendix A of the Transportation Analysis Guidelines (TAG)</p> <p>2. If no, presumed to be less-than-significant per Table 3-1 (refer to TAG)</p> <p>The Transportation Analysis Guidelines can be viewed at :  <a href="https://sacdot.saccounty.net/Documents/A%20to%20Z%20Folder/Traffic%20Analysis/Transportation%20Analysis%20Guidelines%2009.10.20.pdf#search=transportation%20guidelines">https://sacdot.saccounty.net/Documents/A%20to%20Z%20Folder/Traffic%20Analysis/Transportation%20Analysis%20Guidelines%2009.10.20.pdf#search=transportation%20guidelines</a></p>		



## **METHODOLOGY**

This project is a use permit amendment to allow non-congregation events at an existing event center, which is considered a regional facility and does not screen out from a VMT analysis according to the Tables above. Further, the project is not within a ½ mile of a High Quality Transit Corridor. Therefore, KD Anderson & Associates, Inc. completed a VMT analysis dated February 17, 2021, which is summarized in the discussion below and is included as Appendix A.

## ***MODELING APPROACH***

Event centers are not uses that are specifically recognized by the SACSIM regional travel demand model; therefore, a manual approach was taken to estimate project VMT. The average trip length was determined using information from past events at the facility. The average trip length made by past attendees was 9.7 miles. The trip length for the parking shuttle was estimated based on the distance to the center of the Universalist Unitarian Church, approximately 0.4 miles away. The trip length for “staff” is based on individual residences, which was not available for this analysis; therefore, modeling utilized the Sacramento Area Council of Governments average work VMT per employee of 18.33 miles per day. Assuming two trips per employee, this would equate to a distance of 9.2 miles per trip.

The total trip generation per event type was determined based on the maximum and average attendance for five event types. The data utilized for events was not from modeled scenarios but instead from actual events that have occurred on site at the Event Center. The total daily trips are presented in Table IS-3 below. These trip generations are then multiplied with the trip length estimates to get the total VMT.

**Table IS-3: Daily Trips for Various Event Types Previously Held at the Event Center**

Event Type	Attendance		Daily Trips			
	Max	Average	Total	Attendees	Shuttle	Staff
Wedding Reception	440		440	370	0	70
		280	280	236	0	44
Corporate Event	530		1,222	1,008	180	34
		320	648	608	20	20
	Max Permit	400	932	780	128	24
Specialty Concert	860		602	516	0	86
		400	280	240	0	40
High School Prom	440		696	652	0	44
		365	577	541	0	36
High School Graduation	860	0	1,140	724	348	68
		400	368	332	0	36

**PROJECT DETAILS**

As noted in the environmental setting, the Event Center has a capacity for up to 440 persons with table seating and 860 persons under assembly seating. However, according to the project description, non-congregational events will be limited to no more than 70 events and a maximum of 400 persons.

**DISCUSSION OF PROJECT IMPACTS**

Project VMTs were calculated for both the maximum and average numbers of attendees for 100 annual non-congregational events – 1,943.6 and 1,175.7 VMT per day, respectively. The number of events presented in the VMT analysis is greater than the proposed project and provides a conservative analysis.

While the VMT for the proposed project can be estimated, it does not necessarily represent a regional increase in VMT. Travel associated with the proposed event center is generally persons whom reside in the greater Sacramento Region and chose this site for their event. If the proposed event center was not available, persons would simply choose another venue, which competes within the same market and meets their event needs. A comparison analysis was completed for nearby competing centers. These venues are listed in Table IS-4 and represented geographically in Plate IS-4 below. The results of the comparison analysis show that for all but one venue, the average distance

for competing venues is greater than that estimated for the proposed project (Table IS-5).

Since event staff VMT is estimated using SACOG regional average, the average VMT would remain the same with and without the project.

The on-site parking facilities at competing venues is not known; therefore, VMT associated with the shuttle program would not necessarily occur. However, since the distance of the satellite parking is so short, and the use of the satellite parking is infrequent, the associated VMT would not significantly add to the project's total VMT.

**Table IS-4: Competing Venues in the Sacramento Region**

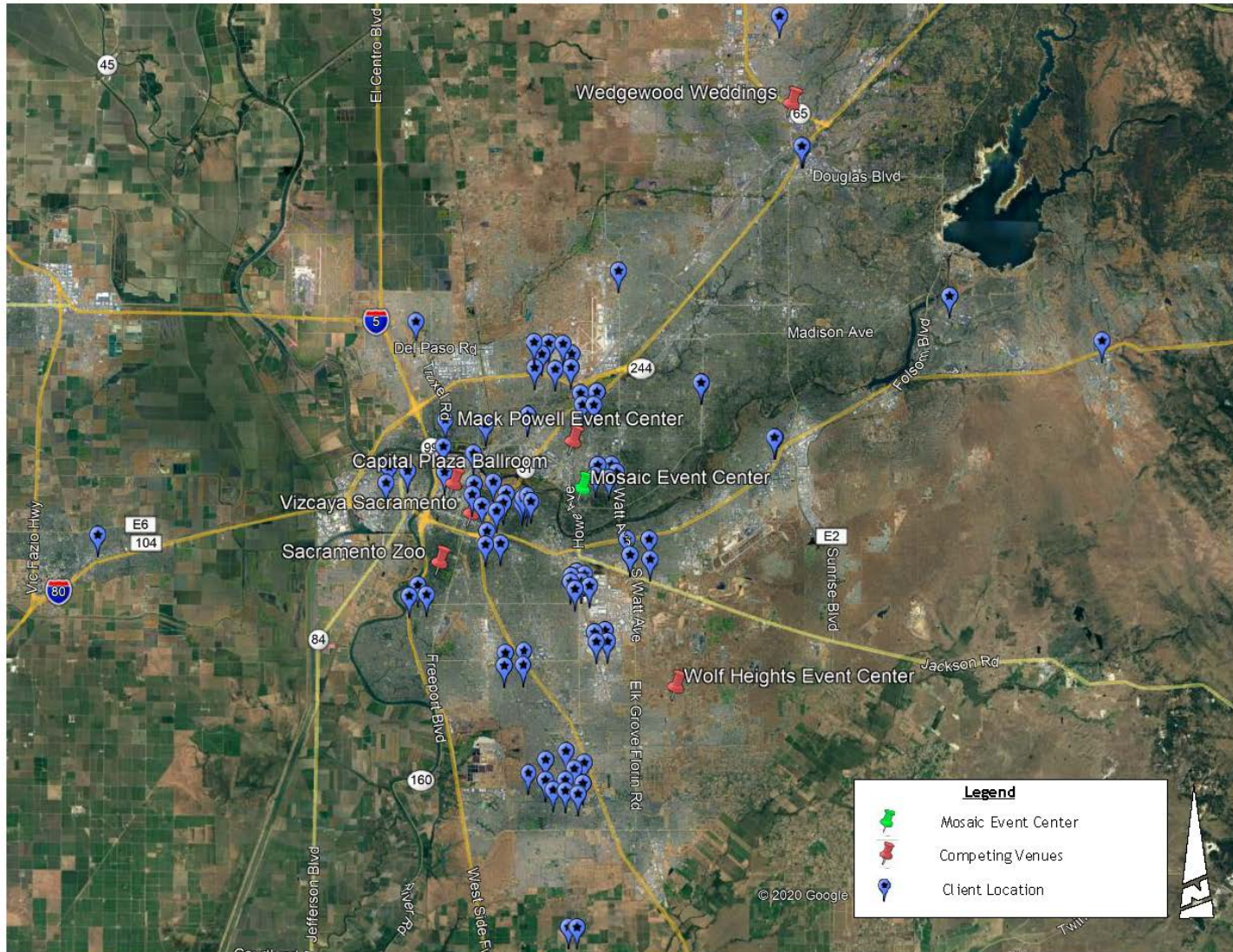
Name	Address	Capacity (persons)
Wolf Heights Event Center	9440 Bar Du Lane, Vineyard, CA 95829	300
Mack Powell Event Center	2003 Howe Avenue, Sacramento, CA 95825	300
Sacramento Zoo	3930 Land Park Drive, Sacramento, CA 95822	200
Wedgewood Weddings	240 Conference Center Drive, Roseville, CA 95678	425 outdoor 200 indoor
Capital Plaza Ballroom	1025 Ninth Street, Sacramento, CA 95814	500
Vizcaya Sacramento	2019 21 <sup>st</sup> Street, Sacramento, CA 95818	240

**Table IS-5: Average Trip Length (miles) per Guest Trip Proposed Project and Competing Venues**

Mosaic Law Event	Wolf Heights Event	Mack Powell Event	Sacramento Zoo	Wedgewood Wedding	Capital Plaza Ballroom	Vizcaya Sacramento
9.7	14.4	10.6	12.1	24.5	12.4	9.2



### Plate IS-4: Venue and Client Locations



**KD Anderson & Associates, Inc.**  
Transportation Engineers  
4706.000 BA 10/23/2020

**EVENT CENTER CLIENT DISTRIBUTION**

## CONCLUSION

Non-congregational events have occurred and represent a baseline of activity on the project site. These prior events have been used in the comparison analysis and based on the conclusions of the analysis, the total regional VMT without the proposed project is expected to be greater. Therefore, the VMT associated with the proposed project would not result in a net increase and impacts associated with VMT are ***less than significant***.

### *ROADWAY SAFETY HAZARDS*

Under CEQA guidelines projects may introduce new significant impacts associated with safety hazards to area roadway circulation or bicycle and pedestrian features. A *Traffic Operations/Parking Analysis for Mosaic Law Congregation Events Center Use Permit*, was prepared by KD Anderson and Associates, Inc. in February 2021 (included as Appendix B). The analysis includes a review of the proposed project with respect to area safety for vehicles and pedestrians.

The project is accessed by two driveways off Sierra Boulevard. Sierra Boulevard is a two-lane collector roadway, with curb, gutter and sidewalk on both sides of the street. There is very limited on-street parking to the east of the project site and no on-street parking is allowed along the property's street frontage.

### **DISCUSSION OF PROJECT IMPACTS**

The primary method of transportation to the project site is personal vehicle. While there are local bus routes that serve Howe Avenue to the west and Fulton Avenue to the east, a very small percentage of attendees would travel by bus. Likewise, since the event center is a regional draw, it is unlikely that many attendees would walk or bike to the site. That being said, the existing parking at Mosaic Law can only accommodate 300 (265 regular spaces and 35 overflow spaces) vehicles. Larger events may exceed on-site parking capacity and additional parking is required. To reduce nearby surface street parking, the project will use an off-site satellite parking lot (Unitarian Universalist Church) approximately 1,000 feet to the east. The satellite parking is located on the north side of Sierra Boulevard, and although the project proponent will operate a shuttle service, prior events have shown that many attendees prefer to walk. There are sidewalks along both sides, but the nearest pedestrian crosswalk is 1,200 feet to east of the Unitarian Universalist Church (Fulton Avenue), and there are some accessibility limitations along Sierra Boulevard. For example, the eastern driveway for Mosaic Law and Woodside Lane lacks curb ramps on either side, making it difficult for strollers, elderly or impaired persons to navigate the sidewalk.

Further, under the California Vehicle Code, a legal pedestrian crossing exists at all public road intersections. As there are no public road intersections between the Event Center and the satellite parking location, a mid-block crossing will be needed at some location. This location will be selected based on sight distance and existing driveways. According to the *Traffic/Operations/Parking Analysis*, the preferred location is just east of the project's eastern driveway. With an internal pedestrian route, the crossing location would avoid the accessibility limitations (absence of ramps). However, it is noted that a crosswalk closer to the Event Center building would help reduce jaywalking.

Since the project will be adding new pedestrians to the substandard facility, the project proponent shall provide improvements necessary to reduce these pedestrian safety impacts. Mitigation is recommended to install a marked pedestrian crossing across Sierra Boulevard and install curb ramp improvements along the designated walking path.

No other roadway safety or circulation concerns were noted in the supporting analysis. With implementation of recommended mitigation measure, impacts associated with roadway safety and circulation are ***less than significant***.

## NOISE

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

- Generate a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standard of other agencies.

The Mosaic Law Event Center is an existing venue, which serves congregational and school events. The Event Center has also been available to non-congregational events over the past several years. Congregational and school events are allowed under the existing Use Permit in compliance with the County Noise Ordinance. However, non-congregational events are not allowed under the existing Use Permit and zoning, thus requiring the proposed Use Permit Amendment.

The Noise Element of the General Plan establishes noise exposure criteria to aid in determining land use compatibility by defining the limits of noise exposure for sensitive land uses. There are policies for noise receptors or sources, transportation or non-transportation noise, and interior and exterior noise. The following policy pertains to the proposed project:

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.

**Table IS-6: Table 2 of the Noise Element  
Non-Transportation Noise Standards**

<b>Median (L50) / Maximum (Lmax)<sup>1</sup></b>				
Receiving Land Use	Outdoor Area <sup>2</sup>		Interior <sup>3</sup>	Notes
	Daytime	Nighttime	Day & Night	
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
<b>Notes:</b>				
<ol style="list-style-type: none"> <li>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.</li> <li>2. Sensitive areas are defined acoustic terminology section.</li> <li>3. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.</li> <li>4. Outdoor activity areas of transient lodging facilities are not commonly used during nighttime hours.</li> <li>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.</li> <li>6. The outdoor activity areas of these uses (if any), are not typically utilized during nighttime hours.</li> <li>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.</li> </ol>				



### *DISCUSSION OF PROJECT IMPACTS*

The Event Center is located in a residential neighborhood, where noise associated with potential events could disturb the peace of the neighborhood, especially if events were outdoors. The proposed Use Permit Amendment will limit the Event Center to 70 non-congregational events per year, with a maximum of 400 attendees per event. Outdoor events could be held in the Friedman Courtyard and would be limited to 45 persons and no amplified sound. Indoor events could consist of amplified speech or music; therefore, noise standards would be reduced by 5 dB – outdoor daytime median 50 dB / maximum 70 dB as presented in Table IS-6 above.

According to the “Good Neighbor Policies” developed by the applicant, the following restrictions will be implemented and included as Conditions of Approval for the Use Permit Amendment.

- All events with 150 or more guests will have a parking monitor. The parking monitor will instruct guests to close vehicle doors quietly and depart the property orderly and quietly. The parking monitor will also prevent guests from loitering within the parking lots, both inside and outside the vehicles.
- All events exceeding 150 guests or with amplified music shall provide door monitors at the front entrance to ensure that the doors remain closed during the event except for guests arriving and departing the building.

The noise should be contained within the building; however, every time the doors are opened, noise can escape. Further, non-amplified outdoor events may result in a nuisance to nearby sensitive receptors. Located directly west of the project site, residential uses (condominiums) have private outdoor spaces and a community outdoor activity proximate to the project site. The nearest sensitive receptor (individual condominium) is located approximately 300 feet to the west of the Event Center and 425 feet west of the Friedman Courtyard (reference Plate IS-5 below). Based on prior noise analyses presented in Table IS-7, average amplified music is 75 dB and an average raised conversation level for 100 persons is 60 dB .

According to Note 7 of the Noise Element Table 2, “where median (L50) noise level data is not available for a particular noise source, average ( $L_{eq}$ ) 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.” Assuming that all amplified noise is within the building, only those brief occurrences of noise would penetrate the air as the doors are opened during an event. The infrequent opening of Event Center doors, in combination with door monitors, would reduce the cumulative duration of noise escaping the Event Center to less than 30 minutes per hour. Therefore, for this analysis, the  $L_{max}$  will be used to determine impacts to sensitive receptors – 70 dB daytime and 65 dB nighttime.

**Table IS-7: Average Sound Measurements for Events Using Amplified Music or Voice**

Noise Activity	Typical Noise Level at 50 feet (dBA L <sub>eq</sub> )
Amplified Speech/music at louder event (i.e. 200 person event)	75
Amplified speech/music at smaller event (i.e. 100 person event)	72
Amplified speech only (i.e. corporate conference)	65
Non-amplified music (i.e. acoustic ensemble)	60
Non-amplified music (i.e. single acoustic guitar)	56
Raised Conversations (100 people)	60
Raised Conversations (50 people)	57

Source: Bollard Acoustical Consultants *Environmental Noise Assessment Placer County Winery and Farm Brewery Zoning Text Amendment*. Pg 27. 4-16-2019.

Sound radiating away from a fixed location decreases at a rate of approximately 6 dB for each doubling distance from the noise sources. Applying the doubling distance reduction calculation, which does not account for intervening structures, fences, and topography, the maximum noise level at the nearest sensitive receptor would be 59.4 dB for noise associated with the Event Center. Similarly, the maximum noise level at the nearest sensitive receptor would be 38.4 dB for noise associated with the Friedman Courtyard.

Noise associated with the project will not exceed daytime or nighttime maximum levels and impacts are ***less than significant***.

Plate IS-5: Noise Exhibit



## ENVIRONMENTAL MITIGATION MEASURES

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### MITIGATION MEASURE A: PEDESTRIAN SAFETY

Within 120 days of Project Approval, a marked pedestrian crosswalk shall be installed along Sierra Boulevard between the Event Center and the Unitarian Universalist Church, to the satisfaction of Sacramento County Department of Transportation.

### 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 \$1,500.00. This fee includes administrative costs of \$948.00.
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

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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
<b>1. LAND USE - Would the project:</b>					
a. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		The project is consistent with environmental policies of the Sacramento County General Plan, Arden-Arcade Community Plan, and Sacramento County Zoning Code.
b. Physically disrupt or divide an established community?				X	The project is existing will not create physical barriers that substantially limit movement within or through the community.
<b>2. POPULATION/HOUSING - Would the project:</b>					
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 is an amendment to an existing Use Permit and will not directly lead to population growth or new businesses.
b. Displace substantial amounts of existing people or 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.
<b>3. AGRICULTURAL RESOURCES - Would the project:</b>					
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.



	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
<b>4. AESTHETICS - Would the project:</b>					
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 area, substantially degrade the existing visual character or quality of public views 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	The project is already built. There are no on-site changes to the built environment.
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 not result in 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.
<b>5. AIRPORTS - Would the project:</b>					
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.
<b>6. PUBLIC SERVICES - Would the project:</b>					
a. Have an adequate water supply for full buildout of the project?			X		The project will not substantially increase demand for water supply.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
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	The project will not require construction or expansion of new water supply, wastewater treatment, or wastewater disposal facilities.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?				X	The project would not require the addition of new stormwater drainage facilities.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		The project is already served by electric or natural gas services.
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.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
<b>7. TRANSPORTATION - Would the project:</b>					
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?			X		A Vehicle Miles Traveled (VMT) analysis has been prepared for the proposed project and indicates that the project is below the thresholds established by Sacramento County Department of Transportation; therefore, project impacts individually or cumulatively are less than significant. Refer to the Transportation discussion in the Environmental Effects section 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.
c. Result in a substantial adverse impact to public safety on area roadways?		X			No physical changes to existing access and/or circulation patterns would occur as a result of the project; however, additional pedestrians will be added to area roadways. Public safety impacts have been identified on area roadways which can be mitigated to less than significant. Refer to the Transportation discussion in the Environmental Effects section above.
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.
<b>8. AIR QUALITY - Would the project:</b>					
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 is already constructed and events have been held in the past. Building operation is established in the CEQA baseline. The project 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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Create objectionable odors affecting a substantial number of people?				X	The project will not generate objectionable odors.
<b>9. NOISE - Would the project:</b>					
a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X		The project will generate new noise, which would result in a temporary increase in ambient noise levels. The intermittent generation of noise is less than significant at the nearest sensitive receptor. 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	No construction is proposed; therefore, temporary increase in ambient noise levels are not expected.
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.
<b>10. HYDROLOGY AND WATER QUALITY - Would the project:</b>					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project will not substantially increase water demand over the existing use.
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 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	A portion of the project is within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map (Flood Zone AE). No construction of new buildings is proposed as part of this project.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?				X	Although the project is within a 100-year floodplain, no construction of new structures is proposed as part of this project.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?				X	A portion of the project site is located in an area subject to 200-year urban levels of flood protection (ULOP). However, no new building construction is proposed.
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 site is in an area protected by levees. Existing building construction has been designed to accommodate the 100-year storm event consistent with the County Floodplain Management Ordinance. The proposed project will not expose new 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	The project does not propose any physical changes that would affect runoff from the site.
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?				X	The project does not propose any construction activity that would substantially degrade ground or surface waters.
<b>11. GEOLOGY AND SOILS - Would the project:</b>					
a. Directly or indirectly cause potential substantial adverse effects, including 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	The project does not propose any construction activity that would substantially result in soil erosion, siltation or loss of topsoil.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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	No new building construction is proposed as part of this project.
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 or unique geologic feature?				X	No known paleontological resources (e.g. fossil remains) or sites occur at the project location.
<b>12. BIOLOGICAL RESOURCES - Would the project:</b>					
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 physical alteration of the plan is proposed with this project. There is no impact to special status species that may exist in, or around, the project vicinity.
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 physical alteration of the project site is proposed. Protected surface waters adjacent to the project site will not be impacted.



	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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. Project implementation would not affect native resident or migratory species.
e. Adversely affect or result in the removal of native or landmark trees?				X	Native and/or landmark trees occur on the project site; however, no physical alteration is proposed as part of the project.
f. Conflict with any local policies or ordinances protecting biological resources?				X	The project is consistent with local policies/ordinances protecting biological resources.
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.
<b>13. CULTURAL RESOURCES - Would the project:</b>					
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	The project will not physically alter the project site and will not impacts archaeological resources.
c. Disturb any human remains, including those interred outside of formal cemeteries?				X	No known human remains exist on the project site. No Physical alterations are proposed with this project.
<b>14. TRIBAL CULTURAL RESOURCES - Would the project:</b>					
a. 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 not received. Tribal cultural resources have not identified in the project area.
<b>15. HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	The project does not involve the transport, use, and/or disposal of hazardous material.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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 does not involve the transport, use, and/or disposal of hazardous material.
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 does not involve the use or handling of hazardous material.
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.
<b>16. ENERGY – Would the project:</b>					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?				X	No construction is proposed as part of the project.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X	The project site is already built. Future renovations of the building would have to comply with Title 24, Green Building Code, at that future date.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
<b>17. GREENHOUSE GAS EMISSIONS – Would the project:</b>					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		No new construction is proposed with the project and building operation is existing and part of the CEQA baseline. The proposed non-congregational events were shown to result in fewer VMT, directly correlating to fewer tailpipe GHG emissions. The project will not interfere with the County meeting the goals of AB 32; therefore, the climate change impact of the project is considered less than significant.
b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emission of greenhouse gases?			X		The project is consistent with County policies adopted for the purpose or reducing the emission of greenhouse gases.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Medium Density Residential (MDR)	X		
Community Plan	RD-20	X		
Land Use Zone	RD-20 (f)	X		Project would be consistent with approved Use Permit Amendment.

## INITIAL STUDY PREPARERS

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