

\$10.00

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# Final Environmental Impact Report

*Project*  
**Valley Christian Center  
Expansion Program**

**PA #00-017**

*Lead Agency*  
**City of Dublin**

**SCH # 2002012070**

**March 2003**

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**ATTACHMENT 7**

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## Introduction

A Draft Environmental Impact Report (DEIR) dated October 2002 was prepared for this project and distributed for public review in October, November and December, 2002. The proposed project involves consideration of a Master Plan that would allow for the expansion of Valley Christian Center (VCC), located on the west side of Inspiration Drive and north of Dublin Boulevard in west Dublin.

Under the California Environmental Quality Act (CEQA) and implementing CEQA Guidelines, after completion of the Draft EIR, lead agencies are required to consult with and obtain comments from public agencies and organizations having jurisdiction by law over elements of the project and to provide the general public with an opportunity to comment on the Draft EIR. Lead agencies are also required to respond to substantive comments on environmental issues raised during the EIR review period.

As the lead agency for this project, the City of Dublin held a 45-day public review period between October 21 and December 6, 2002.

This document contains all public comments received during the 45-day public review process regarding the DEIR and responses to those comments. Included within the document is an annotated copy of the comment letter, identifying specific comments, followed by a response to that comment.

## Revised Project Description

Since the circulation of the DEIR, the applicant has indicated that congregate care facilities (including Alzheimer's care) are no longer being considered as part of the Master Plan. Final uses for the project site will be determined through the land use entitlement process by the City of Dublin, including but not limited to the PD-Planned Development rezoning application.

## Summary of DEIR Comment Letters

Comment letters were received by the City of Dublin during the 45-day public comment period on the DEIR from the following agencies, organizations and other interested parties.

	Commenter	Date
	<b>Federal Agencies</b>	
1.1	Department of the Army, Corps of Engineers	11/07/02
	<b>State Agencies</b>	
2.1	Office of Planning and Research	12/03/02
	<b>Local Agencies</b>	
3.1	Alameda County Public Works Agency	11/26/02
3.2	Alameda County Flood Control & Water Conservation District, Zone 7	12/02/02

	<b>Citizens</b>	
4.1	George W. Schoening	11/18/02
4.2	David R. Kruss	11/20/02
4.3	Bill Schaub	11/21/02
4.4	Cherie Bennett Mayse	11/26/02
4.5	Dorothy Conley	12/09/02
4.6	David Kruss, representing Hansen Hill Homeowners Association	12/09/02
4.7	Tina Corso	12/09/02

# **Annotated Comment Letters and Responses**



**DEPARTMENT OF THE ARMY**  
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS  
333 MARKET STREET  
SAN FRANCISCO, CALIFORNIA 94105-2197

NOV 07 2002

Regulatory Branch

SUBJECT: File Number 27414S

**Letter 1.1**

Ms. Janet Harbin  
City of Dublin  
Community Development Department  
100 Civic Plaza  
Dublin, California 94568

Dear Ms. Harbin:

Your request for comments on the Draft Environmental Impact Report concerning the expansion of the Valley Christian Center at 7500 Inspiration Drive in the City of Dublin, Alameda County, California, was received on October 21, 2002, by your notice dated October 15, 2002. The proposed project appears to encroach into the channel adjacent to the property, which is a tributary to Martin Canyon Creek. Your proposed project may impact Waters of the United States, thus requiring review by the Corps of Engineers.

All proposed discharges of dredged or fill material into waters of the United States must be authorized by the Corps of Engineers pursuant to Section 404 of the Clean Water Act (CWA) (33 U.S.C. 1344). Waters of the United States generally include tidal waters, lakes, ponds, rivers, streams (including intermittent streams), and wetlands.

Your proposed work appears to be within our jurisdiction and a permit may be required. Application for Corps authorization should be made to this office using the application form in the enclosed pamphlet. To avoid delays it is essential that you enter the file number at the top of this letter into Item No. 1. The application must include plans showing the location, extent and character of the proposed activity, prepared in accordance with the requirements contained in this pamphlet. You should note, in planning your work, that upon receipt of a properly completed application and plans, it may be necessary to advertise the proposed work by issuing a public notice for a period of 30 days.

If an individual permit is required, it will be necessary for you to demonstrate to the Corps that your proposed fill is necessary because there are no practicable alternatives, as outlined in the U.S. Environmental Protection Agency's Section 404(b)(1) Guidelines. A copy is enclosed to aid you in preparation of this alternative analysis.

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**DUBLIN PLANNING**

Should you have any questions regarding this matter, please call Corrie Veenstra of our Regulatory Branch at 415-977-8717. Please address all correspondence to the Regulatory Branch and refer to the file number at the head of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Robert F. Smith". The signature is written in black ink and is positioned above the typed name and title.

*for* Edward A. Wylie  
Chief - South Section

Enclosures



Gray Davis  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse



Tal Finney  
Interim Director

December 3, 2002

2.1

Janet Harbin  
City of Dublin  
Community Development Department  
100 Civic Plaza  
Dublin, CA 94568

**Letter 2.1**

Subject: Valley Christian Center Master Plan (PA 00-17)  
SCH#: 2002012070

Dear Janet Harbin:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on December 2, 2002, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

*Terry Roberts*  
Terry Roberts  
Director, State Clearinghouse

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**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2002012070  
**Project Title** Valley Christian Center Master Plan (PA 00-17)  
**Lead Agency** Dublin, City of

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**Type** EIR Draft EIR  
**Description** Proposed Expansion of existing valley Christian General Use.

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**Lead Agency Contact**

**Name** Janet Harbin  
**Agency** City of Dublin  
**Phone** 925-833-6610 **Fax**  
**email**  
**Address** Community Development Department  
100 Civic Plaza  
**City** Dublin **State** CA **Zip** 94568

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**Project Location**

**County** Alameda  
**City** Dublin  
**Region**  
**Cross Streets** Dublin Boulevard/Inspiration Drive  
**Parcel No.** 941-002-002-06 & 07  
**Township** **Range** **Section** **Base**

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**Proximity to:**

**Highways** I-580 & 680  
**Airports**  
**Railways**  
**Waterways** Alamo Creek  
**Schools**  
**Land Use** Existing Valley Christian Center Development Zoned Pd-Planned Development.

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**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Forest Land/Fire Hazard; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing

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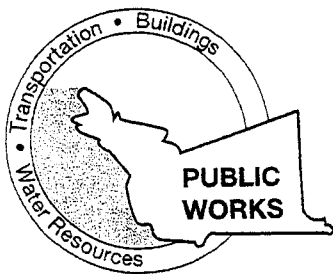
**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Department of Health Services; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

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**Date Received** 10/15/2002 **Start of Review** 10/15/2002 **End of Review** 12/02/2002

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VCC



COUNTY OF ALAMEDA  
**PUBLIC WORKS AGENCY**  
 DEVELOPMENT SERVICES DEPARTMENT  
 951 Turner Court, Room 100  
 Hayward, CA 94545-2698  
 (510) 670-6601      November 26, 2002  
 FAX (510) 670-5269

Ms. Janet Harbin  
 City of Dublin  
 Community Development Department  
 100 Civic Plaza  
 Dublin, CA 94568

**Letter 3.1**

Subject: Notice of Completion of Draft Environmental Impact Report (DEIR)  
 Valley Christian Center Expansion Master Plan  
 EIR SCH #2002012070

Dear Ms. Harbin:

We appreciate the opportunity to comment on the Notice of Completion of Draft Environmental Impact Report (DEIR), Valley Christian Center Expansion Master Plan, EIR SCH #2002012070.

We have no comments regarding the above referenced document.

If you have questions regarding this, please contact me at (510) 670-5259.

Very truly yours,

Donna Rolle, P.E.  
 Development Services

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December 2, 2002

Ms. Janet Harbin, Senior Planner  
Community Development Department  
City of Dublin  
100 Civic Plaza  
Dublin, CA 94568

**Letter 3.2**

Re: Draft Environmental Impact Report  
Valley Christian Center Expansion/Master Plan

Dear Ms. Harbin:

Zone 7 has reviewed the referenced CEQA document and we have several comments which are made in the context of Zone 7's role in providing wholesale treated water, untreated water for agriculture and irrigated turf, flood protection, and groundwater and stream management in the Livermore-Amador Valley. Our comments are limited to Section 4.6 (Hydrology and Water Quality) of the Draft EIR, and are as follows:

1. Environmental Setting, Local and Regional Drainage, page 49

The sentence that says: "Dublin Creek ultimately discharges into Las Positas Creek and flows south to San Francisco Bay" should be revised to say "Dublin Creek ultimately discharges to Alameda Creek that flows westerly to San Francisco Bay." **3.2.1**

Please provide an assessment of the potential impact of the additional project stormwater to Zone 7 facilities since no drainage plan or hydrology report has been made available at this time. **3.2.2**

2. Mitigation Measure 4.6-3 (Stormwater Runoff), page 52

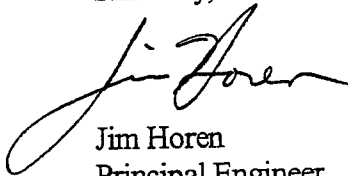
It should be noted that mitigation for impacts from increases in stormwater flows, due to creation of new impervious surface areas from the proposed project, are handled through the collection of appropriate Zone 7 Special Drainage Area 7-1 drainage fees. **3.2.3**

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Ms. Janet Harbin  
December 2, 2002  
Page 2

We appreciate the opportunity to comment on this document. Please feel free to contact me at (925) 484-2600, ext. 400, [jhoren@zone7water.com](mailto:jhoren@zone7water.com), or Jack Fong at ext. 245, [jfong@zone7water.com](mailto:jfong@zone7water.com), if you have any questions.

Sincerely,



Jim Horen  
Principal Engineer  
Advance Planning Section

JPH:JF:jr

cc: Ed Cummings, Zone 7  
John Mahoney, Zone 7  
Matt Katen, Zone 7  
Joe Seto, Zone 7  
Jack Fong, Zone 7

P:Advph/CEQA & Dev Referrals-ValleyChristianCenterExpansionDEIR

**GEORGE W SCHOENING**  
**10786 Inspiration Circle**  
**Dublin, California 94568-5569**  
**V: 925.560.9898**  
**F: 925.560.9899**  
**e-mail: gschoen@pacbell.net**

November 18, 2002

City of Dublin  
Community Development Department  
100 Civic Plaza  
Dublin, CA 94568

**Letter 4.1**

Attn: Janet Harbin, Senior Planner

I want to make some unfavorable comments regarding the Valley Christian Center Expansion/Master Plan, EIR SCH # 2002012070

My complaint is with the proposed vehicle access to the family dwelling site along Inspiration Drive. This intersection is already horribly congested during the morning and afternoon school openings and closings. Traffic in both directions is completely blocked from Dublin Boulevard to the entrance to the northern parking lot. 4.1.1

Anyone trying to enter the proposed family area from Dublin Boulevard would have to block cars on Dublin Boulevard while waiting for an opening to make the left turn.

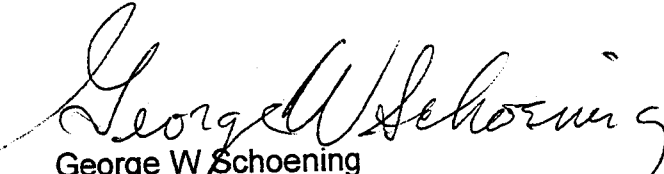
Whoever made the traffic survey obviously retained only favorable data. A realistic survey would include data from an entire normal school day starting before 7:00 a.m. and lasting until at least 10:00 p.m. Use of the Center's facilities include sporting events and many evening activities and these do not appear in any traffic studies I've seen. 4.1.2

Ideas:

- Make the entryway on Dublin Boulevard west of Inspiration Drive.
- Install a left-turn lane on northbound Inspiration Drive.
- Install signals on Dublin Boulevard and along Inspiration Drive with the left-turn lane.

Uncontrolled access to Inspiration Drive at that point is ridiculous.

Sincerely,

  
George W. Schoening

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**Janet Harbin**


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**From:** David R. Kruss [kruss@usa.net]  
**Sent:** Wednesday, November 20, 2002 6:49 PM  
**To:** Janet Harbin  
**Cc:** Wood, Brent-UAL; Wood, Brent; Wachsman, Susan; Corso, Tina-FL; Corso, Tina; Jarzab, James-new; Jarzab, James-WK; Bob Jones; jphaag@pacbell.net; jbakker@meyersnave.com; Jeri Ram; Larsen, Dave  
**Subject:** Re: VCC DEIR

**Letter 4.2**

Janet,

Thanks for your quick reply. Speaking for the Board of Directors of the Hansen Ranch Owners' Association we certainly appreciate the extension of time to December 9th. We are in the process of reviewing the DEIR, and already have a significant number of comments that we will be submitting to the city.

FYI, at a meeting of the HOA board on Tuesday night, none of the five members of the board (three from **4.2.1** Inspiration Circle, one from Bay Laurel and one from Buckeye Court) recall receiving any notice from the city regarding the draft EIR. As the President of the Association, being knowledgeable about city operations from my perspective as a former Mayor and Councilmember, and as one who was aware that the VCC had a project in process, I can assure you that I would have taken very specific notice of the release of a DEIR for VCC, and I would have been "Johnny On The Spot" in immediately obtaining a copy. None of the board members were aware of the DEIR prior to Brent Wood (our Treasurer) going down to the Planning Department last week to find out information about the Pistone Public Hearing. What happened, I don't know, but given the circumstances perhaps a review of the Planning Departments notification procedures would be in order.

As to the county records, I will direct our Property Manager to immediately investigate the situation, and if necessary, we will have the legal ownership corrected. As we discussed, there is still a question as to the compliance by Warmington Homes of the appropriate transfers of title to the common areas as specified in the Development Agreement and/or the DRE documents. The Board of Directors has been told by Warmington that there is at least one parcel of land (Parcel F, Tract 6308) for which they cannot locate a transfer of title having been recorded, and there may be others. As the supervising agency, the city still holds Maintenance Bonds for our development, and it is the position of the Hansen Ranch Board of Directors that no release of such bonds be agreed to or authorized by the city until all of the property required to be transferred to the HOA has in fact been properly transferred and recorded.

On another subject, I indicated to you that the majority of Dublin Blvd from Silvergate to Inspiration Drive is **4.2.2** without street lights. In fact, there are three, and only three street lights between Silvergate and Inspiration Drive, leaving an approximately half-mile of two lane street without any lighting other than the glow coming from I-580 down below. This street has relatively high speed traffic in both directions without either a median or an emergency lane. Could it be that there was a requirement on the original developer, California Homes to improve the street which somehow got lost when Warmington took over the project?

Given the difficulty that the board is having with Warmington in obtaining information, I would like to make a request that the original development agreement and any amendments be made available for inspection by the HOA. We also would like to inspect any maps that indicate certain parcels to be designated and titled as common areas. Please let me know when the documents will be available.

Again, thanks for your help, and I and other Hansen Ranch board members will see you next Tuesday evening.

David R. Kruss  
 President, Hansen Ranch Owners' Association

12/3/2002

from Bill Schaub

**Janet Harbin**

**From:** Jeri Ram  
**Sent:** Thursday, November 21, 2002 8:53 AM  
**To:** Janet Harbin  
**Subject:** FW: Valley Christian Expansion Proposal

Janet - please respond and cc me. Jeri

**Letter 4.3**

-----Original Message-----  
From: Bill Schaub [mailto:billsschaub@attbi.com]  
Sent: Thursday, November 21, 2002 8:49 AM  
To: jeri.ram@ci.dublin.ca.us  
Subject: Valley Christian Expansion Proposal

Hi Jeri, not sure if you are the right person to contact, so please forward if there is someone else at the City focusing on this VCC request.

I am Bill Schaub and live at 7822 Bloomfield Terrace in the Hansen Ridge development. My wife and I have lived in Dublin for 10 years.

Regarding the DEIR submitted by Valley Christian. First, and foremost, the report seems **4.3.1** to have a number of errors. As example, Table 22 has confused existing populations with proposed populations. Also, on one page (sorry, I did not write it down) the paragraph opens by stating that the Center is developing 187,000 sq ft to accommodate the addition of 200 additional HS and JH students. That is almost 1000 sq ft per student and obviously not a viable business proposition.

I would suggest that the Center owes the City and it's interested constituents a revised and error free report. I can only assume that the presence of some errors is evidence of many errors buried in some pretty obscure and convoluted projections and statistical models.

In general, I am not against the Center's expansion in a manner that respects all of us who live at the end of Dublin Blvd. **4.3.2**

1) The period traffic load on Dublin Blvd is very heavy at times. Regardless of the cited statistics in the report, if the worship services are to increase from 550 attendees today to 2000 in the future, it can only logically be expected to increase traffic by 4 times given no change in the roads. I can only assume that this kind of increase will force traffic onto Silvergate and Bay Laurel. Bay Laurel is not designed and not situated for this high traffic. It is windy, very steep and lined with homes and their families.

2) Suggesting that this large development effort is to accommodate 200 more students is **4.3.3** probably quite deceptive. I would suggest a process for annual enrollment numbers are provided the City to ensure a managed growth. **4.3.4**

3) Three story buildings (proposed) are really not acceptable on hilltop sites. Just look at how displaced the gym is today, a building that could have been located on a lower portion of the property to reduce the disruption of our scenic west side. **4.3.5**

Again, I am not opposed to VCC expansion, given that the proposed changes are appropriate (aesthetic), viable (real traffic impact) and in the spirit of good neighbors and common citizens.

Also, I trust that this matter will be made available to an open forum discussion at a future city meeting. I know, as painful as that might become, the impact of this proposed expansion is significant to the area the Center is located.

Regards,

Bill Schaub  
925 548 6258

November 26, 2002

City of Dublin  
Community Development Department  
100 Civic Plaza  
Dublin, CA 94568

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**Letter 4.4**

Dear Ms. Janet Harbin,

Regarding the notice of extension for the Valley Christian Center and the 1.3 acres designated for construction of 22 multi-family dwelling units.

Expanding a school for the development of education is necessary. But, I implore the City of Dublin to cancel plans for more urban development. I live on Inspiration Circle; when we bought our home before it was built, I remember the regret I felt that houses would consume this beautiful property. If I had the choice to preserve this land or live on it, I would choose to preserve it.

I hope this comment period doesn't mean the plans are underway, I can only hope my voice will be heard.

Sincerely,



Cherie Bennett Mayse  
10757 Inspiration Circle  
Dublin, CA 94568  
cbmayse@atti.com



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DEC 09 2002  
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Jeffrey E. Conley  
10858 McPeak Dr  
Dublin, CA 94568  
12/5/02

City of Dublin  
Community Development Dept  
100 Civic Plaza  
Dublin, CA 94568

Letter 4.5

Dear Ms. Hartin:

I wish to oppose the potential rezoning of 1.3 Acres of Valley Christian Center property to High Density Residential. This property is located at 2500 Inspirations Drive, Assessor's Parcel Numbers: 941-0023-002-06 & 07. My objections are based on three factors:

1) This property is currently considered wetlands. Twenty-two multi-family dwelling units can be potentially dangerous to this environmentally fragile area. 4.5.1

2) Twenty-two units on 1.3 Acres will be very dense housing. To fit this many units onto 4.5.2

This amount of density will require them to be quite high blocking views of existing homes.

3. Part of this property is on a fairly steep incline, increasing the potential for slides if the soil & area are not appropriately graded during the construction phase.

4.5.3

Additionally, when many of us purchased homes in the California Redlands we were told this area was protected because it is considered wetlands & could not be built on.

Thank you for your consideration of my concerns & I hope you will refer to request to allow Valley Christian Center to build 22 high density homes on this environmentally fragile area.

Sincerely,  
Dorothy C. Casey

December 9, 2002

Ms. Janet Harbin, Senior Planner  
City of Dublin  
Community Development Department  
100 Civic Plaza  
Dublin, CA 94568

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**DEC 09 2002**  
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**Letter 4.6**

(Via hand delivery)

Dear Ms. Harbin:

The following comments are submitted with respect to the Draft EIR for Valley Christian Center Master Plan (PA 00-17).

The residential development located to the north of the project site is commonly referred to as Hansen Hill, although the legal name of the Association is Hansen Ranch Owners' Association. The "Notice of Preparation Distribution List" contained within Appendix 8.1 incorrectly states that the Association's name is "Hansen Hill Ranch Homeowners' Assoc.". You have previously been provided with the Associations correct legal name, as well as the name, address and telephone number of the President of the Association (currently the undersigned) as required by Section 7.7 of the Association's CC&Rs.

The following comments generally reflect the feelings of the Board of Directors of the Hansen Ranch Owners' Association, and may not necessarily reflect the feeling of each and every member of the Association. Where used, the "I" indicates the personal opinion of the undersigned, not necessarily the opinion of the Board of Directors of the Association.

Section 4.10, entitled Transportation and Circulation.

Page 69, et seq. Existing traffic operations.

The report notes that study intersections were analyzed under weekday a.m. and p.m. peak hour conditions, generally from 7:00 am to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., however, the existing three project driveways were evaluated only during the a.m. peak hours, yet numerous assumptions were made as to the traffic problems existing in the area during peak p.m. hours, and the effect of the project on such existing and future conditions without the collection of information, or the

**4.6.1**

actual observation of traffic flows during the peak p.m. period. Given the existing use of the project site, to ignore the afternoon traffic conditions generated by the school would clearly invalidate any conclusions that are made as to the effect of additional traffic on Inspiration Drive and its intersection with Dublin Blvd. resulting from the proposed project.

While one can logically assume that traffic at the school in the morning would be approximately equal to the traffic flow at the school in the afternoon, thus justifying the analysis of only one of two peak periods, however, because virtually all of the current weekday traffic generated by the existing project is attributable to the operations of the school, the traffic analysis is significantly flawed in that none of the afternoon traffic generated by the ending of the school day has been analyzed. The traffic analysis is also deficient in that the traffic impact resulting from the construction of an additional driveway at the proposed residential project adjacent to the Dublin Blvd-Inspiration Drive intersection (discussed in further detail later) has not been considered.

I believe, based on my personal observations as a resident of the Hansen Hill project over the last two years, that a real on-site examination of the congestion generated on Southbound Inspiration Drive over its entire length, as opposed to any computed "delay-times" at the stop sign controlling the intersection with Dublin Blvd. would reveal a significantly greater decrease in the level of service than that which is indicated in the traffic study. An "at-point" observation such as was done at the stop sign is unable to determine the real traffic conditions such as those that currently exist the entire length of the Inspiration Drive.

While the traffic study was constructed in accordance with the CCTALOS procedures as used by the City of Dublin, given the limited access points for both the VCC and the 180 homes within the Hansen Hill development, the procedure used to determine the effect of the proposed project on the existing traffic conditions is deficient in that it fails to analyze the currently existing "stacking effect" that school traffic has on the entire length of Southbound Inspiration Drive at those periods of time when school is either beginning and/or ending. My personal on-site analysis indicates that the "stacking-time" for southbound traffic entering Inspiration Drive from Inspiration Circle during the morning or evening school "rush-hours" is frequently greater than five minutes. Table 12 (Existing Levels of Service) classifies the Dublin Blvd.-Inspiration Circle intersection as a level C in the a.m. and a level B in the p.m. solely based on delays at the stop sign, and thus ignores the "stacking time" delay for traffic waiting to get to the

4.6.2

intersection, This is a significant failure to properly observe the existing traffic conditions by concentration on only one element of the traffic congestion.

The vast majority of the Hansen Hill residents who live along Inspiration Circle and its adjoining Courts use Inspiration Drive to enter and exit the project. While a portion of southbound Inspiration Drive traffic does use Bay Laurel Street, the southbound traffic destined for the Dublin Blvd-Inspiration Drive intersection during the school “rush hours” are effectively trapped in very slow moving traffic coming out from three separate driveways onto a two lane divided road. **4.6.3**

It is illegal to make a U-turn on Inspiration Drive to escape the traffic and go back north to use Bay Laurel Street instead of Inspiration Drive, yet frequently vehicles do exactly that in order to avoid the “stacking time”. Often vehicles will park on the western side of Inspiration Drive north of Driveway #1 while waiting to pick up children from the school, creating an additional safety hazard on a two lane divided road. The safety of the residents of Hansen Hill is endangered by these U-turns and unrestricted parking during peak hours.

Observation would disclose that numerous drivers exiting the school grounds ignore the posted traffic control signs at Driveways #1 and #2, and make illegal left turns onto northbound Inspiration Drive simply to avoid having to sit in the traffic heading south on Inspiration Drive. What does this tell us about a situation where a driver would specifically perform an illegal turn while in full view of a controlling traffic directional sign to avoid the long wait that a legal right turn would then require? Can future problems be effectively controlled by a total of two (mornings only) traffic-monitoring observations per year as is proposed as mitigation 4.10-2? Hardly. The school is in operation about 200 days per year. Two observation days per year would cover one percent of the problem days, leaving 99 percent of the days to the whim and will of the traffic violators. **4.6.4**

While the Association understands that the traffic study must consider the project’s effect on other intersections such as Dublin Blvd.-San Ramon Blvd., the project’s principal traffic effect would be placed directly upon the 180 homes in Hansen Hill, yet the major portion of the traffic analysis fails to consider these Dublin residents and their existing life style. Nothing is said about the fact that Dublin Blvd. from Silvergate west to Inspiration Drive is almost (except for three close to Silvergate) totally without street lighting, yet the Average Daily Traffic is assumed to rise from 6,550 to 7,460, an increase of 13.9 percent. The future signalization of Dublin Blvd.-Inspiration Drive is left as the responsibility of other some future project or city budgetary analysis, while the many hundreds of vehicles passing **4.6.5**

through that intersection must depend for their safety on a the controlling effect of a \$104.00 Stop Sign Violation sign. Since the Hansen Hill development was created about five years ago there have been numerous traffic accidents on Bay Laurel Street, (a multi Stop Sign controlled 25 MPH residential street) many of which are due to illegal incursions of traffic exiting from the school, yet increased enforcement of the existing traffic regulations to prevent these accidents at Driveways #1 and #2 is not a police priority, thus endangering the health and safety of the resident of Hansen Hill.

In summary, the increased school traffic generated by the project and added to the already difficult conditions would be a detriment to the existing life style of our community.

### Section 3.3 Project Description.

#### (Residential Driveway Cut)

The Board of Directors of the Association was informed by the VCC that they wanted to develop various additions on their site, and we were aware of the proposed location of the residential element of the expansion. It was the opinion of the Board of Directors of the Association at the time, and which is now confirmed by our concerns about increased school traffic problems, that the intended location of the driveway component of the residential development is in the very worst possible location given the circumstances now existing on Inspiration Drive. Looking at Inspiration Drive, we see a two-lane road, posted for 25 MPH, with a significant slope and a curving roadway ending in a southbound stop sign at Dublin Blvd. About 50-75 feet north of the stop sign in the downhill direction the applicant proposed to provide a driveway cut into Inspiration Drive as the entrance to and exit from 22 residential units. This driveway cut would directly interfere with both the existing and proposed traffic on southbound Inspiration Drive. No provision is proposed for the widening of Inspiration Drive to allow for either a northbound left turn stacking lane and/or a southbound right turn only lane at the residential driveway. Thus traffic originating from Dublin Blvd. and entering the residential project would have to stop going northbound and wait to cross through the downhill southbound traffic thereby creating a dangerous situation for additional westbound Dublin Blvd. traffic turning onto northbound Inspiration Drive who cannot see the stopped vehicle waiting to make the left turn into the driveway. Conversely, because the actual speeds (during non school day beginning and ending times) of vehicles southbound on Inspiration Drive is much faster than the posted 25 MPH limit, the entering or exiting of vehicles to/from the

4.6.7

driveway in an almost blind spot location due to the curve of the roadway creates a high level of danger to both vehicles. As a practical matter, it would be very difficult to reduce actual speeds on southbound Inspiration Drive to the 25 MPH limit due to the downhill slope. The Hansen Hill development is all hills, and yet the residents and visitors frequently disobey the 25 MPH speed limit throughout the project.

The Association believes that the inclusion of the driveway at its proposed location would adversely affect the safety of the residents and visitors of Hansen Hill as well as the users of the VCC facilities. The Association proposes that the residential portion of the project be redesigned to include a driveway cut on Dublin Blvd. west of Inspiration Drive, and that the proposed driveway into Inspiration Drive be prohibited.

(Senior Living Services, Alzheimer Care)

The Association is also concerned about the inclusion of the following use within the proposed project as specified on Page 7: "...senior living services, including Alzheimer care." The Association does not believe that a 24/7 facility as described would be an appropriate use of the site given the attendant problems with the operation of a 24/7 facility located adjacent to a residential community such as exists in Hansen Hill. The Association has a few problems with the extension of the religious or school facilities, mostly traffic and light and noise, however the creation of a 24/7 care facility is an entirely different matter, and one which was never discussed with the Association. In the opinion of the Association, the "burial" of this proposed use within the text of the project description on page 7, and then describing the 24/7 facility as a "Senior Center, Counseling, Club/Activity Center" (Building E, Exhibit 3) in unfairly presenting the development proposal to the neighborhood of Hansen Hill. 4.6.8

The addition of a 24/7 facility to the site, regardless of what it is called, is not beneficial to the community, and will be strongly objected to by the Association.

(Future Development Parcel)

The DEIR indicates that there will be a Stage 1 Planned Development approval for the 12.3 acres located on the east side of Inspiration Drive. It is my understanding from previous Association Board Members that development of the portion of the site immediately to the south of the Inspiration Drive-Inspiration Circle was previously agreed to by the VCC to be restricted to uses that would not disturb the 4.6.9

residents in homes located on the adjacent Bay Laurel Street, below the 12.3 acre site. It would now appear that the VCC has intentions of development beyond the agreed upon future use of "overflow parking" or open space for a 12.71 acre site described as Parcel C 1 (Page 11). The residents of the houses below that site are concerned about of having any new construction "overlook" their properties, thus depriving them of their existing privacy and the use of their back yards and the rear facing elements of their homes. The Association believes that such new construction on that site would have an adverse effect to the existing quality of life now possessed by those residents.

The Association wishes to be a good neighbor to VCC, and we expect the same from them. The problems discussed above are reconcilable with appropriate thought and concern on the part of the VCC and the City of Dublin for the needs of the Hansen Hill community.

Sincerely,

A handwritten signature in black ink, appearing to read "David R. Kruss". The signature is fluid and cursive, with a large initial "D" and "K".

David R. Kruss  
President, Hansen Ranch Owners' Association  
10777 Inspiration Circle  
Dublin, CA 94568-5556



**Subject: FW: for planning commision --subject deir for Valley Christian Ch urch constuction. Please forward to council memebers and planning members**  
**----thanks**

**Date:** Tue, 10 Dec 2002 11:29:19 -0800  
**From:** Janet Harbin <janet.harbin@ci.dublin.ca.us>  
**To:** "Jerry Haag (E-mail)" <jphaag@pacbell.net>

Jerry -

Here is another e-mail on the VCC project. This lady was the one also concerned about the gopher problem, but she only mentions deer in the e-mail.

I'll see if I can get an original copy from the City Managers' office.

Thanks -  
jh

-----Original Message-----

**From:** Jeri Ram  
**Sent:** Tuesday, December 10, 2002 7:56 AM  
**To:** Janet Harbin  
**Subject:** FW: for planning commision --subject deir for Valley Christian Church constuction. Please forward to council memebers and planning members----thanks

*More DEIR comments - please include. Jeri*

-----Original Message-----

**From:** Fawn Holman  
**Sent:** Monday, December 09, 2002 4:55 PM  
**To:** Jeri Ram  
**Subject:** FW: for planning commision --subject deir for Valley Christian Church constuction. Please forward to council memebers and planning members----thanks

Jeri,

Per Ms. Corso's request, I've made copies for the City Council. I'll let you all do it for the Planning Commission.

Fawn

-----Original Message-----

**From:** Tina Corso [mailto:Tina8386@attbi.com] **Letter 4.7**  
**Sent:** Monday, December 09, 2002 4:33 PM  
**To:** cityofdublin@ci.dublin.ca.us  
**Subject:** for planning commision --subject deir for Valley Christian Church constuction. Please forward to council memebers and planning members----thanks

To members on the planning commisions and city council seats,

I have gone though the first half of the deir for the Valley Christian Church and it's future construction and given my opinion based on what problems I am worried about for our city and our community.

Tina Corso  
11220 Bay Laurel Street  
Dublin, CA 94569  
[tina8386@attbi.com](mailto:tina8386@attbi.com)  
556-3438

**Subject:** deir info and opinioin

Section 1.0 Mitigation measure page 1-5

Intention to seed all open soil areas especially pertaining to construction sites as of today--much of this exposed property is not planted, nor mulched. There are many areas of existing erosion noted, we would want improvements to existing areas first because of possible landslides and further erosion related to construction. **4.7.1**

#### Section 4.5-2 Page 1-9

Expansive soil and landslides. We would want to know the locations of these possible areas in regard to our residents and if this would effect them. **4.7.2**

Also we want to know where Dublin Fault line is in relation to the excavation sites and if this area could pose a potential danger to the surrounding areas. And what prevention measures could be taken, if any.

We want to know dates of construction to begin and if possible to do the heavy construction in the summer recess season, not only to avoid mixing school traffic with construction traffic but to cut down on the noise levels, construction traffic competing with school traffic. **4.7.3**

#### Section 4.10-1

Traffic light at intersection of Dublin Blvd and Silvergate --this intersection would benefit greatly to have a light to prevent backlog at the stop signs. **4.7.4**

#### Section 4.10-3

We would like to see money place in escrow for the intended use for the widening of Dublin Blvd. We need some form of guarantee that if Dublin Blvd does exceed the fifteen thousand car loads that this money would be available for the sole use of widening the road: As promised by VCC. **4.7.5**

We also want to know what times of construction traffic will mix with school traffic and if this is possible to have construction traffic not run into the same hours. Either have construction traffic start a hour earlier or a hour later than school traffic, this way the chance of competing for road space does not endanger residents or students. **4.7.6**

#### Section 4.11.2

We want to know how many times the fire and police department have been called to the school in the past two years and what type of emergency services are available for the expanded areas. Especially our concern is the senior living center having to be opened for 24 hours now would require constant emergency services to be available. Elderly Alzheimer patients could not be left alone during the night. So this facility would be 24 hours which would need constant care. Besides always being lit up during the evening. **4.7.7**

#### Section 4-11-3

Construction debris should be concealed to prevent kids playing in this potential area or sent to the landfill daily. We don't want any children playing in a pile of debris and we want to know the locations of this area in relation to our residential homes. **4.7.8**

#### Section 4-12-1

Twenty-two townhomes, we need to know what are the intentions, are these retirement homes or family homes. How close are they to this commercial development and are they safe enough out of the traffic flow situations that arise when school is let out. Are they situated in a safe location and if there is enough space for families to co-exist with the safety factor that is standard procedure required by our city codes. **4.7.9**

#### Section 2.4

We are concerned that some of the vacant area above the homes from Bay Laurel Street are used for the sole purpose of grazing for the deer. The deer use our canyon to cut through to the schools property and feed off of this area. This ground was also used as a dumping ground for construction debris from Warmington, our former builder. We are concerned because the property has had some erosion on it because it's been not been maintained these past five years. Our concern is what will be built on this property, will it effect the grazing deer and is the land stable enough to build on? **4.7.10**

Our possible suggestion would be to leave this area for a small park like setting for the deer to continue to use. Or if needed be to form a buffer zone from the new buildings that VCC intends on building near this area.

The homeowners below worry about not only the view, the deer and the stability of the hillside, but they also worry about the noise if this area is built upon.

Section 3.3

In this section the school gives us their intended use when the build out is complete. Right now we get along very well with VCC. We have had very little complaints in regard to noise or night activities. In the daytime a few have complained because we hear the mega phone being used to call a child or to give out information. Because we are all in the hills this reverberates throughout the hillside. Everyone can hear this mega phone. **4.7.11**

The expanded campus wants to add additional weddings, funerals, group activities, concerts, conferences, child and adult day care, private educational activities, book and media sales, outdoor sports activities, senior living, including Alzheimer care, other temporary uses, crafts fairs, christmas tree sales, school carnivals, fireworks sales, and similar uses would also occur.

While some of this does exist now, the increase rate of activities will bring VCC to almost a 24 hour status. Right now we see the school activities ending around 9:00 PM. But to have concerts, Alzheimer care would have to be 24 hour care, various shows, would run into later hours with lights glaring off the hillside into many people's homes. To have all of this we must have a buffer zone, to not only help with the glare, but the noise as well. All of these extra activities would totally change our way of life as VCC would be now open all the time.

The other problem we have is cutting though our developement and using it for a shortcut to Silvergate Drive. We have established that because of our 9% grade in our Streets that cutting though is very dangerous for everyone on the road, as we had one student lose control going down our hills. Today we still have teenagers who drive too fast, but soon learn how this catches up with them when they have to stop at our two stopsigns traveling down the hill. And so far this has worked out well. **4.7.12**

We still have children who ride their bikes or use skateboards to go down our hills for fun and go right though the stop sign, this mix is very dangerous, but because our traffic is not as heavy the danger has decreased, but this still is a worrysome situation. The children love to race down Bay Laurel, so mixing cars, bikes, and skateboards is very dangerous if too many are on the road.

We fear the increased traffic and possible construction traffic to this dangerous cut though.

Even now we have at night cut thoughts as I can hear the traffic outside my window, must be a activitiy tonight. So we have learned to live with this extra traffic, extra noise. We do think we have been very good neighbors. But we don't know how we can deal with this much more that the VCC wants to build, without some kind of intense buffer zone.

### **Letter 1.1: Department of the Army, Corps of Engineers**

- **Comment:** The commenter notes that the proposed project may encroach into a channel adjacent to the project site, which is a tributary of Martin Creek. There may, therefore, be impacts to other waters of the United States. The project may, therefore, be within the jurisdiction of the Army Corps of Engineers and permits may be required.

Information regarding Corps permits is attached to the comment letter.

*Response:* Comment acknowledged. Mitigation Measure 4-3.1 contained in the DEIR would require the project applicant to conduct a protocol-level wetlands delineation on the site. If wetlands are identified, the applicant must then obtain necessary permits from the Army Corps of Engineers and/or other regulatory agencies if wetlands are identified on the project site. Additionally, the potential for wetlands occurs only on a portion of the 1.4-acre site proposed for residential development, according to the wetland and biological study prepared for the project by LSA. Depending on the actual extent of the wetland area and any potential buffer required by the regulatory agencies, the placement and number of the dwelling units may change (see also Response to Comment 4.5.1).

### **Letter 2.1: State Office of Planning and Research (OPR)**

- **Comment:** State Clearinghouse has received the DEIR and submitted the document to selected state agencies for review. The review period ended on 12/03/02 and no state agencies submitted comments by that date.

*Response:* Comment acknowledged regarding completion of the public period. No further discussion is required.

### **Letter 3.1: Alameda County Public Works Department**

- **Comment:** The Alameda County Public Works Department has no comment on the proposed EIR.

*Response:* Comment acknowledged. No further discussion is required.

### **Letter 3.2: Alameda County Flood Control and Water Conservation District, Zone 7**

- **Comment 3.2.1:** The District notes that the statement on page 49 of the DEIR: "Dublin Creek ultimately discharges into Las Positas Creek and flows south

to San Francisco Bay” should be revised to say “Dublin Creek ultimately discharges to Alameda Creek that flows westerly to San Francisco Bay.”

*Response:* This comment is acknowledged and the change is made by reference in the DEIR document.

- Comment 3.2.2: The District notes that an assessment of the potential impact of additional project stormwater to Zone 7 facilities should be provided to the District, since no drainage plan or hydrology report has been made available.

*Response:* Mitigation Measure 4.6-3 requires the project developer to provide a drainage and hydrology study of additional stormwater flows generated by the project. Based on Zone 7’s comment, this mitigation measure is hereby amended to read (recommended changes in italics):

Mitigation Measure 4.6-3: The project sponsor shall submit a hydrology study for the proposed project, prepared by a California-registered civil engineer, documenting the amount of current stormwater runoff from the site, estimated future quantities of runoff, and the ability of downstream facilities to accommodate increased stormwater quantities. The report shall also identify needed downstream improvements needed to accommodate increased storm flows and the applicant’s financial participation in funding needed improvements, if required. *The study shall be approved by the City of Dublin Public Works Department and Zone 7 District Engineer prior to issuance of a grading permit.*

- Comment 3.2.3: The District notes that payment of District fees will provide mitigation to District 7 fees for the addition of new impervious surface on the site.

*Response:* Comment acknowledged. The City of Dublin Engineering staff will require payment of Zone 7 fees as part of the normal review process, and prior to issuance of building permits, for individual development projects within the Valley Christian Center. No further action is required at this time.

#### **Letter 4.1: George W. Schoening**

- Comment 4.1.1: The proposed access drive to the proposed residential component of the project is located in an area that is congested, and cars using the driveway off Inspiration Drive would block vehicles using Inspiration Drive. A driveway located along Dublin Boulevard would block other vehicles on Dublin Boulevard. Suggested ideas for alternative driveway locations include a driveway into the residential area on Dublin Boulevard west of Inspiration Drive; installing a left-turn lane northbound on Inspiration Drive; and, installation of signals on Dublin Boulevard and along Inspiration Drive with a left-turn lane.

*Response:* Comment acknowledged. As noted in the Draft EIR document, the residential component of the project is shown on a conceptual basis. No residential development is proposed in the immediate future. Prior to residential development, the applicant must obtain a Stage 2 PD-Planned Development rezoning from the City of Dublin. The location of driveways will be reviewed by the City at this time and will consider the various alternatives suggested by the commenter.

- Comment 4.1.2: The commenter expresses concerns that the traffic analysis in the DEIR does not take into consideration potential project traffic impacts for the entire normal school day (7:00 AM to 10:00 PM), including periods when sporting events and evening activities are held.

*Response:* or purposes of analyzing the operating conditions at intersections, AM peak (7:00 to 9:00 AM) and PM peak (4:00 to 6:00 PM) period traffic volumes are the highest for most intersections, and therefore reflect “worst-case” scenarios. Traffic at other times of the day may be heavier for the school, but the overall or background traffic volumes are lower. The traffic study for the proposed expansion project included analyses of the study intersections for both the AM peak hour with traffic traveling to and from the site for the start of school, and the PM peak hour with higher overall or background traffic at the intersections. These two time periods represent the worst-case scenarios for the study area. Operations at the site driveways were also observed during the afternoon when school ends and analyzed during the AM peak hour, when traffic to and from the school coincides with the higher overall or background traffic.

Traffic conditions were analyzed for the AM peak hour with the school traffic and the PM peak hour with the highest overall or background traffic. The results of these analyses indicate that future conditions with the project traffic would operate acceptably with the installation of traffic signals at two intersections. Mitigation Measure 4.10-1 (intersection impacts) on Page 90 of the DEIR specifies that the proposed expansion project shall contribute a fair-share contribution to the funding of traffic signals at the Dublin Boulevard/Inspiration Drive and Dublin Boulevard/Silvergate Drive intersections.

Traffic during sporting events or evening activities would usually occur during off-peak hours and usually be lower than traffic traveling to and from the site at the start or end of a school day. Also, the overall or background traffic would be lower during the off-peak hours. Therefore, the traffic conditions analyzed in the traffic study for the expansion project would represent “worst-case” conditions.

See also the responses to Comments 4.6.1, 4.6.2 and 4.6.3.

#### **Letter 4.2: Davis R. Kruss**

- Comment 4.2.1: On behalf of the Hansen Ranch Owners Association, insufficient time has been allowed for members of the Association to review the DEIR.

*Response:* Comment acknowledged. The City of Dublin sent Notices of the Completion and Availability of the Draft Environmental Impact Report for the project to all residents and property owners within the Hansen Ranch development, and also to property owners and residents within 300 feet of the project site. However, since some notices were not received by those on the mailing list, the City has allowed an extra week for submittal of comments on the DEIR.

- Comment 4.2.2: A majority of Dublin Boulevard from Silvergate to Inspiration Drive is without streetlights. Given the relatively high speed traffic, was the original developer required to provide street lights?

*Response:* This is not an environmental impact under CEQA and no response is required.

#### **Letter 4.3: Bill Schaub**

- Comment 4.3.1: Table 22 contained in the DEIR (p. 89) confused existing population with proposed populations on the site. Also, the project applicant is developing 187,000 square feet of floor area to accommodate the addition of 200 additional junior and senior high school students. This is approximately 1,000 and not a viable business proposition.

*Response:* Table 22 is provided in the DEIR document to depict on-site parking adequacy of project buildout. Square footages used in Table 22 (second column from the left) are consistent with buildout square footages and populations presented in the Project Description on page 7 of the DEIR.

Specifically, the DEIR Project Description indicates that the buildout number of worshipers would be approximately 2,000 (first bullet point). This number is consistent with the first row of Table 22.

The proposed expansion of the Valley Christian facility would add approximately 45,000 square feet for a new school administration facility and 15,000 square feet for a sports facility which will serve the entire student body as well as a planned expansion of 200 junior/senior high school students

Information on the number of on-site administrative staff for the church and school have been provided by the applicant. There is therefore no discrepancy between the proposed project description and Table 22.

The applicant has also included other non-school uses in the 187,000 square foot expansion area, which includes a 90,000 square foot addition to the main church sanctuary, a 30,000 square foot senior citizen building, a 6,000 square foot free standing chapel, and an expansion of the pre-school facility.

Therefore, the comment that the proposed expansion area would be solely devoted to the school portion of the Valley Christian Center is not correct.

- Comment 4.3.2: The period traffic load in Dublin Boulevard is very heavy at times, and an increase in worship services will logically increase traffic by four times, forcing traffic onto Silvergate and Bay Laurel. Bay Laurel cannot accommodate this additional traffic, since it is very steep and lined with homes and their families.

*Response:* To determine the amount of church traffic that currently travels along Bay Laurel Street on Sunday mornings, a "through traffic" survey was done on January 12, 2003. Partial license plate numbers were recorded for vehicles in the church parking lot between 8:00 AM and 1:00 PM, and for vehicles traveling along Bay Laurel Street during the same time period. The partial license plate numbers were compared to determine the number of vehicles traveling to and from the church along Bay Laurel Street.

Survey results indicated that for the 5-hour period, a total of 221 vehicles traveled along Bay Laurel Street. Of this total, 37 vehicles were traveling to/from the church. The highest number of vehicles traveling to/from the church occurred between 8:00 and 9:00 AM when a total of 37 vehicles traveled along Bay Laurel Street, with 14 of these vehicles traveling towards the church.

The current church attendance averages 350 people per service. At buildout, when the church is expanded from its current 550-seat capacity to 2,000 seats, the maximum attendance could reach 1,600 people per service. If the number of attendees increases from 350 to 1,600, the total church traffic would increase by a factor of 4.57. Assuming a corresponding increase in the number of vehicles traveling to or from the church along Bay Laurel Street, the total during the hours of 8:00 AM to 1:00 PM on a Sunday would increase from 37 to 169 church-related vehicles on Bay Laurel Street. The total during 8:00 to 9:00 AM (the existing hour with the highest number of church-related vehicles) would increase from 14 to 64 vehicles traveling towards the church.

For comparison purposes, a count on Monday, January 13, 2003 indicated a total of 143 vehicles traveling on Bay Laurel Street between 8:00 and 9:00 AM, and a total of 333 vehicles traveling on Bay Laurel Street between 8:00 AM and 1:00 PM. Therefore, with the potential increase of traffic traveling to and from



the church on a Sunday, the total number of vehicles traveling along Bay Laurel Street on Sunday would continue to be substantially less than the total on a weekday.

See also the responses to Comments 4.6.4 and 4.7.12 for discussions on illegal left turns from the upper two project driveways onto Inspiration Drive and cut-through trips on Bay Laurel Street by school traffic. The proposed installation of a traffic signal at the intersection of Dublin Boulevard/Inspiration Drive will improve traffic flow on Inspiration Drive and lessen the need for using Bay Laurel Street as an alternate route to avoid traffic congestion on Inspiration Drive. Mitigation Measure 4.10-2 (local street impacts) on Page 90 of the DEIR calls for monitoring of the peak hour turning movements at project driveways following the completion of the school expansion. In order to expand the scope of Mitigation Measure 4.10-2 to also include monitoring of the peak hour turning movements at project driveways on Sundays following the completion of the church expansion, this mitigation measure is hereby revised to read as follows:

**Mitigation Measure 4.10-2 (local street impacts). Monitoring of the peak hour turning movements at project driveways be conducted on one typical school day and on one typical Sunday every six months following the completion of the school/church expansion and reported to the City, to demonstrate that the expansion does not increase the rate of vehicles violating these restrictions. If the number of violators increases after the expansion, more stringent enforcement or other measures may be required by the school/church administration to limit the number of vehicles accessing the project site to or from Bay Laurel Street, as determined by the City of Dublin Public Works Director.**

In addition, a traffic count was collected on Sunday, February 9, 2003, which indicated a total of 271 vehicles traveling eastbound on Dublin Boulevard, east of Inspiration Drive, during the Sunday peak hour of 12:00 to 1:00 PM, immediately following the worship services at the project site. This traffic count includes both VCC and non-VCC traffic. With the potential increase of traffic due to the church expansion, the eastbound peak hour traffic volume on Sunday on this segment of Dublin Boulevard would increase to approximately 678 vehicles, which would continue to be less than the worst-case scenario of 804 vehicles projected for the weekday AM peak hour which was analyzed in the DEIR.

Similarly, the above Sunday count indicated a total of 182 vehicles traveling westbound on Dublin Boulevard, east of Inspiration Drive, during the Sunday westbound peak hour of 8:15 to 9:15 AM, immediately preceding the worship services at the project site. This traffic count includes both VCC and non-VCC traffic. With the potential increase of traffic due to the church expansion, the westbound peak hour traffic volume on Sunday on this segment of Dublin Boulevard would increase to approximately 768 vehicles, which would

continue to be less than the worst-case scenario of 897 vehicles projected for the weekday AM peak hour which was analyzed in the DEIR.

- Comment 4.3.3: Suggesting that this large development to accommodate 200 more students is probably deceptive. The commenter suggests annual enrollment numbers be provided to the City to ensure managed growth.

*Response:* There will be an increase in junior/senior high school enrollments of 200 students. Enrollments will be monitored by the City on a periodic basis to ensure that school enrollment does not exceed allowed capacity.

- Comment 4.3.4: Three story buildings are not really acceptable on hilltop sites. The existing gym building disrupts existing scenic views of the commenter and should have been located at a lower elevation.

*Response:* One proposed building, the school administration building, would contain three stories. This new building would be sited just east of the junior/senior high school building and the elementary school. The proposed Master Plan also shows that the existing three-story main sanctuary building would be increased by 90,000 square feet in a three-story configuration.

The comment on view blockage is noted, however, under CEQA, blockage of view from a single-family dwelling is not considered a significant environmental impact. Significant impacts include blockage of views from public gathering places, such as park and playgrounds, or from scenic highways. The DEIR does contain an analysis of view impacts from I-580, which is designated as a scenic highway, and the applicant has revised the project by relocating buildings to a less obtrusive location to meet City concerns.

- Comment 4.3.5: The commenter is not opposed to the project, given that proposed changes are appropriate, viable and in the spirit of good neighbors and common citizens.

*Response:* Comment acknowledged. This is a comment on the overall appropriateness and merits of the underlying project, not on CEQA issues. No additional response is therefore required.

#### **Letter 4.4: Cherie Bennett Mayse**

- Comment: Although the proposed school expansion is necessary for education, the City of Dublin must cancel plans for more urban development. The commenter believes nearby residential property should have been preserved.

*Response:* Comment acknowledged. This comment relates to the overall merits of the project and other development in the community. Therefore, no additional response is required.

#### **Letter 4.5: Dorothy Conley**

- Comment 4.5.1: The project site is considered wetlands and the development of 22 multi-family dwellings could be dangerous to this fragile area.

*Response:* Comment acknowledged. A small portion of the northerly portion of the site likely contains wetlands or other waters of the United States (see Impact 4.3-1). The DEIR notes this is a potentially significant impact. To mitigate this impact, the DEIR proposes Mitigation Measure 4.3-1, which would require completion of a formal wetlands survey on the site. Future development of houses on the site should then be planned to avoid wetland areas. If this is not possible, the project applicant would then need to prepare a wetland mitigation plan to provide suitable replacement wetland on or off the site and obtain necessary permits from all wetland regulatory agencies. Adherence to this measure would reduce potential impacts to wetlands to a less-than-significant level.

- Comment 4.5.2: The density of the proposed 22 residential units would require them to be quite high and would block views of existing homes.

*Response:* Comment acknowledged. The applicant has proposed Medium-High Density residential, which allows densities between 14.1 to 24 dwelling units per acre. Although precise plans and building elevations have not been submitted to the City for these residences, it is likely that dwellings would be more than one story in height. Potential blockage of views from existing dwellings would need to be assessed at the time more definitive plans are submitted, which would be a Stage 2 PD-Planned Development application. However, blockage of views from private residences is generally not considered a significant impact under the California Environmental Quality Act.

- Comment 4.5.3: Part of the project site is fairly steep, increasing the potential for landslides, if not appropriately graded.

*Response:* Comment acknowledged. The DEIR notes that expansive soils and landslide potential is a potentially significant impact (see Impact 4.5-2). Adherence to Mitigation Measure 4.5-1, which requires future development to adhere to site-specific geotechnical reports prepared by a registered geologist or engineering geologist. Each of these reports will assess existing soil conditions in the construction area and recommend specific construction techniques to minimize landslide hazard. Future building must also comply

with the Uniform Building Code, as administered by the City of Dublin, which also contains grading requirements.

- Comment 4.5.4: When purchasing homes, many buyers were told that this area was protected since it is considered a wetland and could not be built upon.

*Response:* Comment acknowledged. This comment does not relate to specific environmental impacts under CEQA. No further discussion is therefore required.

#### **Letter 4.6: David Kruss, representing the Hansen Ranch Owners' Association**

- Comment 4.6.1: The traffic analysis prepared for the project reviewed traffic operations at study intersections during weekday AM and PM conditions, however, the existing three project driveways were evaluated only during AM peak hours. Only assumptions were made about traffic conditions during PM peak hours. Conclusions reached about PM peak hour traffic conditions, therefore, invalidates any conclusions made regarding the addition of project traffic on Inspiration Drive with Dublin Boulevard.

*Response:* The primary reason for traffic backing up on Inspiration Drive in the southbound direction is the stop sign at the Dublin Boulevard intersection. Traffic conditions were analyzed at this intersection with the existing control by stop signs for traffic on Inspiration Drive. The overall delay at the intersection indicates acceptable operations primarily because traffic on Dublin Boulevard is not controlled and does not stop. There is more delay for the traffic on Inspiration Drive waiting for a gap in traffic in order to turn onto Dublin Boulevard. This delay will be reduced when the traffic signal is installed at the Inspiration Drive/Dublin Boulevard intersection (see the response to Comment 4.6.3 below). Traffic operations at the intersection with the signal installed will improve over existing conditions, particularly for traffic on Inspiration Drive, as shown in the DEIR.

For purposes of analyzing operating conditions at intersections, PM peak period (4:00 to 6:00 PM) traffic volumes are higher than afternoon conditions for most intersections, and therefore reflect a "worst-case" scenario.

Additionally, it is agreed that traffic volumes along Inspiration Drive are higher during the afternoon period when school ends than during the traditional PM peak period. The traffic analysis for the DEIR assumed that afternoon traffic conditions on Inspiration Drive were similar to the conditions observed during the AM peak (i.e., before school starts). To verify this assumption, observations were made on a typical weekday (Tuesday, January 7, 2003) from 2:30 to 3:30 PM (school ends at 3:00 PM). Observations indicated that traffic on the Inspiration Drive approach to the intersection with Dublin Boulevard is heavier during the afternoon following the end of

school than during the traditional PM peak period. However, the through-traffic volume on Dublin Boulevard is lower, providing more gaps for vehicles to turn from Inspiration Drive onto Dublin Boulevard with less delay. Therefore, the delay along Inspiration Drive at this intersection is generally lower during the afternoon following the end of school than during the AM peak hour. All other study intersections are more congested during the PM peak hour between 4:00 and 6:00 PM.

In regards to the additional driveway providing access to and from the proposed residential development adjacent to the Dublin Boulevard/Inspiration Drive intersection, the City will fully examine the feasibility of locating this driveway along Dublin Boulevard, west of Inspiration Drive, in order to avoid any potential conflict between this driveway and traffic flow on Inspiration Drive.

- Comment 4.6.2: The procedure used to determine the effect of proposed traffic conditions fails to analyze existing stacking of vehicles that the school has on the entire length of southbound Inspiration Drive when school is ending or beginning.

*Response:* As noted in the response to Comment 4.6.1 above, the primary reason for traffic backing up on Inspiration Drive in the southbound direction is the stop sign at the intersection of Dublin Boulevard. Traffic conditions were analyzed at this intersection with the existing control by stop signs for traffic on Inspiration Drive. The overall delay at the intersection indicates acceptable operations primarily because traffic on Dublin Boulevard is not controlled and does not stop. There is more delay for the traffic on Inspiration Drive waiting for a gap in traffic in order to turn onto Dublin Boulevard. This delay will be reduced when the traffic signal is installed at the Inspiration Drive/Dublin Boulevard intersection (see the response to Comment 4.6.3 below). Traffic operations at the intersection with the signal installed would improve over existing conditions, particularly for traffic on Inspiration Drive, as shown in the DEIR.

Observations indicated that a significant queuing problem exists at the site for northbound traffic when school ends. Vehicles waiting to turn into the project site line up in the long left-turn pockets along northbound Inspiration Drive. Often during the afternoon near the end of the school day, vehicles are parked in the turn pockets for a long period that the car engines are turned off. However, through traffic along Inspiration Drive is not restricted due to these queued vehicles, which are generally parked in the left-turn lane and do not block the travel lanes.

Through traffic in either direction on Inspiration Drive does not appear to be constricted at any point, except for southbound traffic at the intersection with Dublin Boulevard, which was analyzed using commonly used level of service methodologies and procedures. Therefore, the results and conclusions of the original analysis are valid.

The existing queuing for northbound traffic in the afternoon at the project site occurs as drivers arrive at the school early to pick up the students. Rather than park in the marked parking stalls, drivers line up their vehicles in the parking lot aisles to wait for school to dismiss. As a result, this queue extends past the access driveways and onto Inspiration Drive, as described above. There are enough marked spaces in the parking lot to accommodate all of the queued vehicles. These drivers could be directed to park in marked spaces rather than block the parking lot aisles to keep the queue from extending onto Inspiration Drive.

Also see the response to Comment 4.6.1 above.

- Comment 4.6.3: Local residents within the Hansen Hill project use Inspiration Drive to reach Dublin Boulevard. During school rush hours, residents are effectively trapped in very slow moving traffic from the three school driveways. Vehicles sometimes make illegal "U" turns on Inspiration Drive to escape heavy traffic and use Bay Laurel instead. Also, vehicles will sometimes park on the west side of Inspiration Drive north of Driveway #1 waiting to pick up students. This results in a safety impact by blocking a two-lane divided road.

*Response:* It is agreed that southbound traffic on Inspiration Drive moves very slowly during the school peak periods. Based on field observations during these periods, it is clear that the existing stop sign control on Inspiration Drive at the Dublin Boulevard intersection creates a major bottleneck problem for southbound traffic on Inspiration Drive, as each approaching vehicle must come to a complete stop before proceeding to travel through the intersection. This stop-and-go operation, coupled with the fact that Inspiration Drive has only one southbound lane, limits the capacity of the Dublin Boulevard/Inspiration Drive intersection to service vehicle demands on Inspiration Drive during the peak periods. As a result, the stop sign operation at this intersection causes the vehicle queue on Inspiration Drive to form and grow rapidly past the school driveways, as the intersection capacity fails to keep up with traffic demand.

Traffic operations along Inspiration Drive were observed and traffic conditions at the intersections were analyzed based on the number of vehicles counted in the field. The effects of "slow-moving" traffic at the intersection with Dublin Boulevard are included in the analysis (17.6 seconds of average delay per vehicle during the AM peak hour). Traffic on southbound Inspiration Drive traveling past the project driveways did not appear to be significantly delayed as a result of driveway operations. The primary reason for traffic backups in the southbound direction on Inspiration Drive is the stop-and-go interruption pattern created by the stop sign at the Dublin Boulevard intersection.

It should also be noted that an important reason for some of the congestion on Inspiration Drive approaching the stop sign on Dublin Boulevard is because VCC voluntarily agreed to No Left and No Right turn signs at its major driveways so as to not impact traffic on Bay Laurel Street. This forces all school-related traffic to only use Inspiration Drive. In turn, residents of the neighborhoods near the school all have the option of using Bay Laurel Street during the periods before and after the start of school when Inspiration Drive is congested.

The City's current 5-year Capital Improvement Program (CIP) includes an improvement to install a traffic signal at the Dublin Boulevard/Inspiration Drive intersection. Mitigation Measure 4.10-1 (intersection impacts) on Page 90 of the DEIR specifies that the proposed expansion project shall contribute a fair-share contribution to the funding of this traffic signal. Once installed, the traffic signal will significantly reduce traffic delays and backups on southbound Inspiration Drive during the school peak periods by allowing vehicles to flow continuously from Inspiration Drive onto Dublin Boulevard during the green light for Inspiration Drive.

The proposed traffic signal at Dublin Boulevard/Inspiration Drive will likely eliminate the need to make illegal U-turns on Inspiration Drive in the vicinity of VCC (e.g., at mid-block locations between school driveways) to avoid traffic backups on southbound Inspiration Drive, as this traffic signal will significantly improve traffic flow on Inspiration Drive. In addition, the City has recently installed additional No Parking signs on both sides of Inspiration Drive, south of Inspiration Circle, to clarify the extent of the no parking zones. Also, the City's Traffic Safety Committee has been coordinating with Dublin Police Services regarding increased police enforcement of illegal U-turns and the No Parking zones on Inspiration Drive.

- Comment 4.6.4: Observation of the site indicates that numerous drivers ignore posted traffic signs and make illegal left turns onto northbound Inspiration Drive to avoid heavy traffic on Inspiration Drive.

*Response:* As described in the DEIR, traffic conditions were observed and vehicles counted at each of the three project driveways. The observations and counts indicated that, on a typical morning, approximately 10 vehicles make illegal left turns from the upper two driveways onto Inspiration Drive. With the addition of the expansion project, this number is not expected to significantly increase. However, as a safeguard, Mitigation Measure 4.10-2 (local street impacts) on Page 90 of the DEIR calls for regular monitoring to determine if this illegal activity will increase.

The commentor questions whether conducting data collection on only two days per year would adequately describe typical conditions. It is commonly accepted traffic engineering theory that drivers tend to keep the same route on their daily commutes. In other words, if 10 people make an illegal left-turn on one day, it is likely that approximately the same number would do so on a

different day. Therefore, the procedure of observing and counting vehicles on two days as random samples is appropriate and considered standard traffic engineering practice to determine traffic patterns and volumes.

As indicated in the response to Comment 4.6.3 above, the installation of a traffic signal at the Dublin Boulevard/Inspiration Drive intersection will significantly improve traffic flow on Inspiration Drive during the school peak periods. As a result, fewer vehicles in the future are expected to make illegal left turns from the upper two project driveways onto Inspiration Drive once this traffic signal is installed.

- Comment 4.6.5: Although the traffic analysis looks at other intersections in the community, the principal impact will be to residents of the Hansen Hill development. The traffic analysis fails to consider these residents and their lifestyles. No streetlights exist along Dublin Boulevard between Silvergate and Inspiration Drive.

*Response:* Despite the projected increases to traffic volumes as a result of the proposed expansion project, Hansen Hill residents would benefit from the traffic mitigation measures that the project will be required to implement, including Mitigation Measures 4.10-1, 4.10-2 and 4.10-3, as described on Page 90 of the DEIR. For example, as part of these mitigation measures, the proposed project will make a fair share contribution toward the funding of traffic signals at Dublin Boulevard/Inspiration Drive and Dublin Boulevard/Silvergate Drive and the funding of the future widening of Dublin Boulevard between Hansen Drive and Silvergate Drive from two to four lanes.

These improvements are designed to increase the operational capacity of these roadways and, hence, improve traffic flow and facilitate travel into and out of the project area. As shown on Table 19 of the DEIR, the AM peak hour level of service (LOS) at the Dublin Boulevard/Inspiration Drive intersection is expected to improve from LOS D for the Inspiration Drive stop movement without project traffic to LOS A with the traffic signal and project traffic. Similarly, the Dublin Boulevard/Silvergate intersection will improve during the AM and PM peak hours from LOS F and E, respectively, for the stop movements without project traffic to LOS B and A, respectively, with the traffic signal and project traffic.

The above analysis tends to illustrate that, even with the increased traffic from the expansion project, Hansen Hill residents and other residents in the area would significantly benefit from the above circulation improvements, toward which the expansion project will contribute funds to facilitate their implementation.

The lack of street lighting on Dublin Boulevard between Inspiration Drive and Silvergate Drive is an issue that is not directly related to the expansion project. Even though the project would increase daily traffic on this segment



of Dublin Boulevard, no additional improvements are required of the proposed project as a result of this traffic increase. Street lighting improvements may be a future consideration for this segment of Dublin Boulevard, independent of the expansion project.

- Comment 4.6.6: Installation of a traffic signal at Dublin Boulevard and Inspiration Drive is left as the responsibility of other future project or City budget analysis, while many hundreds of vehicles passing through the intersection must depending on a stop sign. There have been many traffic accidents on Bay Laurel Street, many of which are due to the illegal incursions of school traffic.

*Response:* The commenter's assertion that the future signalization of the Dublin Boulevard/Inspiration Drive intersection is left as the responsibility of some other future project or City budgetary analysis is inaccurate. As indicated in the response to Comment 4.6.3 above, the City's current 5-year Capital Improvement Program (CIP) includes an improvement to install a traffic signal at this intersection. Mitigation Measure 4.10-1 (intersection impacts) on Page 90 of the DEIR specifies that the proposed expansion project shall contribute a fair-share contribution to the funding of the traffic signal at the Dublin Boulevard/Inspiration Drive intersection.

See also the responses to Comments 4.6.4 and 4.7.12 for discussions on illegal left turns from the upper two project driveways onto Inspiration Drive and cut-through trips on Bay Laurel Street by school traffic, and accident history on this street. In addition, the City's Traffic Safety Committee will continue to coordinate with Dublin Police Services regarding increased police enforcement of illegal left turns from the upper two school driveways onto Inspiration Drive.

- Comment 4.6.7: The Board of Directors of the Association objects to the location of the proposed driveway for the residential component of the project at Dublin Boulevard and Inspiration Drive. The proposed driveway would interfere with existing and proposed traffic on Inspiration Drive. No widening is proposed along Inspiration Drive to accommodate this driveway. In sum, the inclusion of the proposed driveway would adversely affect the safety of Hansen Hill residents and visitors. The driveway cut should be located on Dublin Boulevard west of Inspiration Drive with no driveway off of Inspiration Drive.

*Response:* The commenter's concerns are noted regarding the proposal to locate the residential driveway along Inspiration Drive. As indicated in the response to Comment 4.6.1 above, the City will fully examine the feasibility of locating this driveway along Dublin Boulevard, west of Inspiration Drive, in order to avoid any potential conflict between this driveway and traffic flow on Inspiration Drive.

- Comment 4.6.8: The Association is concerned about the proposed location of a Alzheimer care facility on the project site given potential incompatibility of this use with a nearby residential neighborhood. This aspect of the project was not discussed between the Association and the applicant.

*Response:* See Revised Project Description that states that Alzheimer's care is no longer being proposed by the applicant on this site.

- Comment 4.6.9: The DEIR notes that a Stage 1 PD-Planned Development rezoning is proposed for the 12.3 acres of land located east of Inspiration Drive. It is believed by the Association that this area was to be restricted from development so as not to disturb residents adjacent to Bay Laurel Street. Residents below this site are concerned if overflow parking is to be allowed that would overlook their residences, this depriving them of privacy in back yard areas. This would have an adverse impact on residents' quality of life.

*Response:* No use is proposed at this time for the parcel. If it is to be used in the future as something other than open space, an amendment to the PD would be required which would be subject to approval by the Planning Commission and City Council.

#### **Letter 4.7: Tina Corso**

- Comment 4.7.1: In regard to seeding of open soil areas, as required by Mitigation Measure 4.2-1, should be applied to all open areas since there are many areas of erosion noted with the possibility of landslides and further soils erosion.

*Response:* This mitigation measure is intended only to apply to new areas of construction, which would be highly susceptible to wind and water erosion. Revegetation of existing areas would likely have minimal effect regarding preventing landslides.

- Comment 4.7.2: The commenter would like to know the area of possible expansive soils and landslides on the site in regard to adjacent residents. Also, the location of the Dublin fault should be identified.

*Response:* The Geology section of the DEIR (Section 4.5) describes a large landslide on the project site that was identified and mapped in 1975, which generally trends in a north-south direction from higher elevations to lower elevations. An exhibit from the Robert Chew soils report that shows the approximate location of landslides is attached to this document. Two other smaller landslides have been identified in the southwestern portion of the site. The exhibit also shows portions of the site with surface deposits of

Colluvium, which is associated with a moderate to high expansion potential. This exhibit is attached as Exhibit A in the Final EIR document.

The geotechnical report does not include a map of faults on the site, although it does reference an inference that the Dublin Fault trace may lie within 800 to 1200 feet west of the property. There is a chance that the Dublin fault may cross the southwest corner of the subject property where no structures are proposed.

- Comment 4.7.3: The commenter wants to know when construction would begin and if it is possible to undertake heavy construction during the summer recess to avoid mixing school traffic with construction traffic and to minimize noise.

*Response:* No information has been submitted by the project applicant regarding commencement of construction. In terms of scheduling construction during summer recess months, this is not an environmental impact; however, as construction is generally scheduled to occur during the dry months of the year, the majority of the work would be undertaken in the late spring and summer months. Additionally, the project will be constructed in phases as funding becomes available to the church, and no definitive date has been set for the beginning of the first development phase (Senior/Junior High School Administration Building). The applicant's phasing plan suggests that this phase would begin in 2001-2003, but the project delays may have changed this schedule.

- Comment 4.7.4: A traffic light at the intersection of Dublin Boulevard and Silvergate would greatly benefit the backlog at the stop sign.

*Response:* The City has a 5-year Capital Improvement Program (CIP) to construct citywide street improvements. The installation of a traffic signal at the intersection of Dublin Boulevard/Silvergate Drive is presently not included in the CIP program, but may be added to the program in the future if the necessary funding becomes available. Mitigation Measure 4.10-1 (intersection impacts) on Page 90 of the DEIR specifies that the proposed expansion project shall contribute a fair-share contribution to the funding of this traffic signal installation.

- Comment 4.7.5: The commenter would like to see money placed in an escrow account for the planned widening of Dublin Boulevard. This would provide a guarantee that if Dublin Boulevard exceeds 15,000 car loads, this money could be used for road widening as promised by VCC.

*Response:* The City's CIP program currently includes the future widening of Dublin Boulevard between Silvergate Drive and Hansen Drive. Mitigation Measure 4.10-3 (cumulative traffic) on Page 90 of the DEIR specifies that the

proposed expansion project shall make a fair-share contribution toward the funding of this widening improvement. The City has previously collected traffic mitigation contributions from other developers to fund this improvement. The Project applicant previously contributed to this fund when earlier improvements to the church and school were approved

Funds collected from the above contributions are placed in a separate traffic mitigation account set-aside for the sole purpose of widening Dublin Boulevard between Silvergate Drive and Hansen Drive.

- Comment 4.7.6: The commenter wants to know if construction traffic will mix with school traffic and if it would be possible to have different hours for each activity. This could include having construction start and hour earlier or later than school traffic so that less danger is posed for residents or students.

*Response:* Construction and grading operations are generally limited by the City to weekdays, Monday through Friday, from 7:30 am to 5:00 pm, by conditions of approval imposed by the City of Dublin Public Works Department. Saturday hours for construction are restricted, and must receive prior approval by the Public Works Director.

- Comment 4.7.7: The commenter requests information as to the number of Police and Fire Department calls for service to the project site. Of special concern is the proposed senior center and the need for constant emergency services, including Alzheimer patients.

*Response:* Based on research prepared by the Alameda County Fire Department staff, the Fire Department that serves Dublin, the Department responded to 13 calls for service to 7500 Inspiration Drive between January 1 and December 31, 2002. Of these, eight (8) were medical calls and five (5) calls were due to smoke detector activation, although there was no fire (Source: Sue Beville, Alameda County Fire Department, 2/2/03).

Information provided by the Dublin Police Department indicates that the Department visited the site 393 times in 2002, including 216 regular patrol checks, 91 suspicious vehicle checks, 23 traffic incidents, 40 burglar alarm calls, abandoned vehicles (2), auto burglary (1), disturbance of the peace (4), trespassing (2), illegal fireworks (3) and miscellaneous other calls (source: R. Macias, Dublin Police Services 1/16/03).

Based on the most recent discussion with the staff of Valley Christian Center, congregate care facilities, including Alzheimer patient care, are no longer proposed as part of the Valley Christian Center Master Plan.

- Comment 4.7.8: Construction debris should be concealed or sent to the landfill daily to prevent kids playing in this area. We don't want kids playing

in this area and we want to know where debris will be stored in relation to nearby residences.

*Response:* The EIR addresses the long term development of the complex and does not include detailed construction items, such as locations or treatment of debris areas. Since these are not environmental items, it is recommended that the City of Dublin require Valley Christian Center to fence all construction areas, including debris storage areas, as part of each future phase of construction. Since construction of proposed improvements will occur over a number of years, it is unknown at this time where debris storage will take place. However, the City may condition the project so that the fenced debris areas are located away from view from the adjacent residential lots to decrease the potential for any visual intrusion.

- Comment 4.7.9: The commenter wants to know more about the residential component of the Master Plan. Will the 22 dwellings be retirement homes or family homes? How close are they to commercial development and are they safe from traffic flow and is there enough space for families to co-exist with the safety factor as required by City codes?

*Response:* Specific information has not been provided by the applicant for these 22 dwellings. Prior to actual construction of the dwellings, additional plans must be submitted to the City of Dublin to provide more detail of the houses, including future occupancy of the dwellings (retirement homes, market-rate family homes or other type of housing). All dwellings must meet all City of Dublin safety codes including zoning ordinance requirements, Building and Fire Codes, and conditions of approval imposed by the City of Dublin Community Development and Public Works Departments.

The issue of driveway access into the residential area is still subject to review by the City, see Responses to Comment 4.1.

- Comment 4.7.10: The commenter wants to know the status of the vacant area above Bay Laurel Street, which is currently used by deer for grazing. This site was used as a debris dumping area for the contractor who constructed homes in the area. There is erosion from the site. Will this area be developed by VCC and will it affect deer grazing. It is suggested that this area be left as a small park. Adjacent homeowners are concerned about the view, deer, stability of the hillside and future noise if this area were to develop.

*Response:* The site in question was temporarily used in the past by the City of Dublin to store recycled road paving materials. This storage use has been terminated and this area returned to its original state.

The Master Plan prepared by Valley Christian Center and submitted to the City of Dublin as the basis of the EIR shows the land just east of Inspiration Drive and shown as Parcel 1 on Exhibit 3 in the DEIR to remain as open space

under the proposed Master Plan. Therefore, no development is proposed on this portion of the VCC property and deer can continue to graze.

- Comment 4.7.11: The commenter notes that the expanded VCC campus will offer additional weddings, funerals, group activities, concerts, adult day care (including Alzheimer care), school carnivals and other activities that would turn the facility into a 24-hour facility. There is concern about the late hours with Alzheimer care, glare from additional lights and noise

*Response:* The applicant, VCC, is proposing to expand uses on the property. Mitigation measures are included in the EIR to protect residences adjacent to the site. These include Mitigation Measure 4.8-1, to limit hours of operation for construction activities, Mitigation Measure 4.8-4, requiring future noise studies for evening outdoor activities and Mitigation Measure 4.1-3, limiting glare from outdoor lights.

In terms of the adult care facility, please refer to the Revised Project Description section of the Final EIR, where the applicant has clarified that Alzheimer patient care will not be a use on the Valley Christian Center site.

- Comment 4.7.12: The commenter is concerned about traffic cutting through the adjacent development and using their streets as a short cut to Silvergate Drive. There is a history of past accidents on nearby streets and others who drive too fast. There are also skateboarders and bicyclists using their streets, because of the steepness of the streets that could conflict with vehicles. Increased traffic mixed with construction traffic will make this a dangerous situation. The commenter is concerned about increased noise from VCC and wants a buffer zone.

*Response:* The commenter's concern regarding "cut-through" traffic on a steep grade roadway such as Bay Laurel Street is noted. Based on a review of reported traffic accidents on Bay Laurel Street, two accidents have taken place on this street since it was opened to traffic in 1998. One of those accidents involved a student from VCC driving after school before the No Left turn signs were installed at the school's major driveways. The other accident did not involve school-related activities. Although this accident rate may not be high from a statistical standpoint, the commenter's concerns regarding cut-through traffic and accidents on Bay Laurel Street are understandable.

As indicated in the DEIR, traffic conditions were observed and vehicles counted at each of the three project driveways. The observations and counts indicated that, on a typical morning, approximately 10 vehicles make illegal left turns from the upper two driveways onto Inspiration Drive. With the addition of the expansion project, this number is not expected to significantly increase.

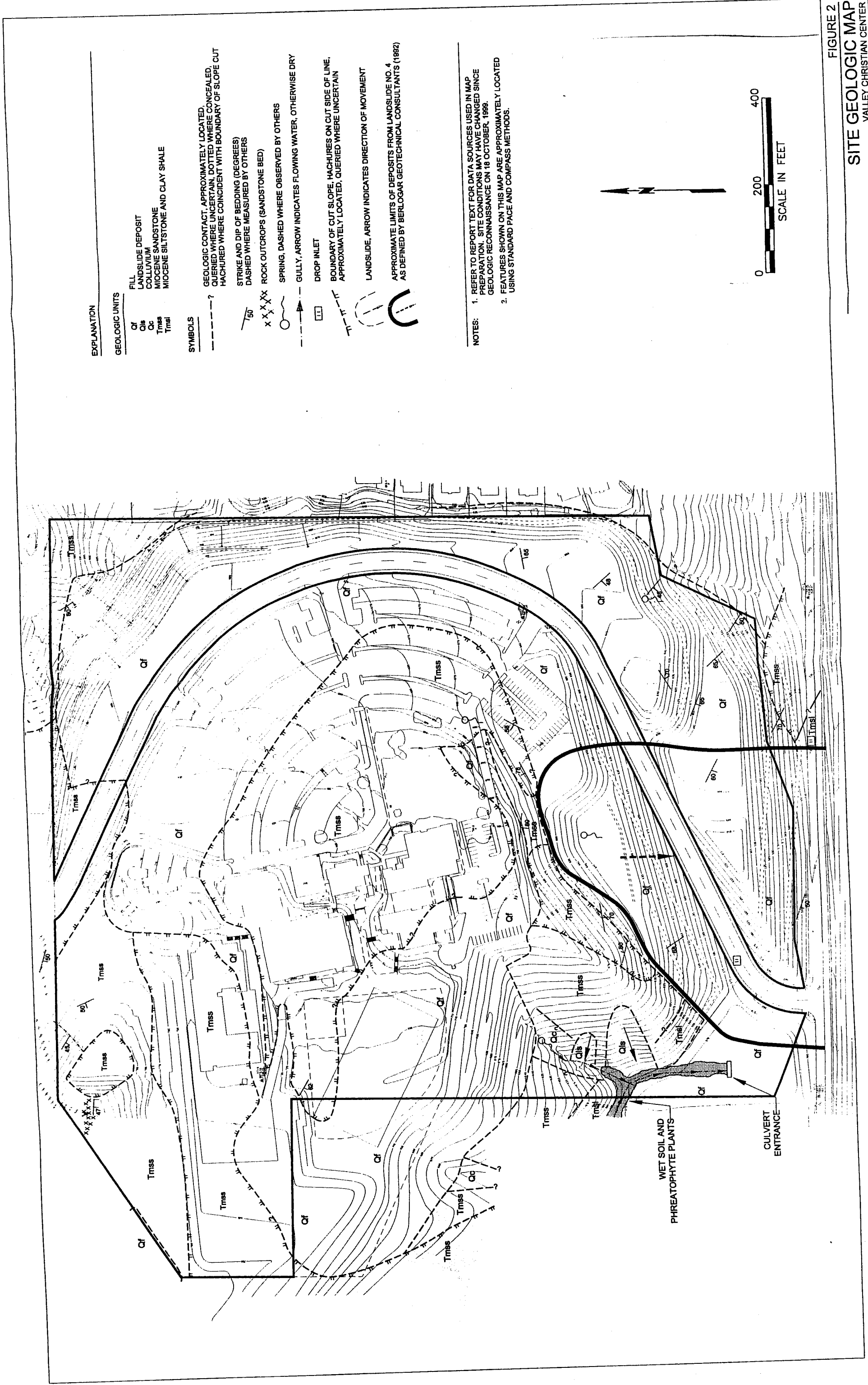
Turn restrictions have been placed on the upper two driveways that serve access to the project site from Inspiration Drive. These restrictions prohibit right turns into and left turns out of the project site between the hours of 7 a.m. and 5 p.m. on school days. These regulations were put in place in 1999 in order to reduce the number of trips to and from the project site using Bay Laurel Street as a cut-through street to bypass Dublin Boulevard. Based on the above traffic counts, these turn restrictions have been very effective in reducing school-related cut-through traffic on Bay Laurel Street, with the exception of a low violation rate of vehicles using this street as a shortcut between the project site and Silvergate Drive. (Refer to Mitigation Measure 4.10-2 (local street impacts) on Page 90 of the DEIR, which calls for regular monitoring to determine if more stringent measures may be required to limit the number of vehicles accessing the project site via Bay Laurel Street.)

In regard to noise, the acoustic analysis prepared for the Environmental Impact Report found that existing noise levels near the complex (excluding the proposed residential site) did not exceed City noise standards. Future noise generated by the additional traffic using the VCC complex is anticipated to increase existing noise levels by 1 decibel along Inspiration Drive and 1 decibel along Dublin Boulevard. According to the acoustical consultant, an increase of 1 to 3 decibels in the existing noise level is not discernible by the human ear. Therefore, these increases in the existing noise level are not considered significant.

It should also be noted that the City of Dublin could impose a condition of approval on the proposed expansion project that would prohibit all construction-related traffic on Bay Laurel Street and other local streets, except Inspiration Drive, between the VCC property and Dublin Boulevard.

# Geologic Map





**EXPLANATION**

**GEOLOGIC UNITS**

- Qf FILL
- Qls LANDSLIDE DEPOSIT
- Tmss COLLUVIUM
- Tmsl MIOCENE SANDSTONE
- Tmsl MIOCENE SILTSTONE AND CLAY SHALE

**SYMBOLS**

- - - - ? GEOLOGIC CONTACT, APPROXIMATELY LOCATED, QUERIED WHERE UNCERTAIN, DOTTED WHERE CONCEALED, HACHURED WHERE COINCIDENT WITH BOUNDARY OF SLOPE CUT
- - - - STRIKE AND DIP OF BEDDING (DEGREES) DASHED WHERE MEASURED BY OTHERS
- X X X X ROCK OUTCROPS (SANDSTONE BED)
- SPRING, DASHED WHERE OBSERVED BY OTHERS
- - - - GULLY, ARROW INDICATES FLOWING WATER, OTHERWISE DRY
- DROP INLET
- - - - BOUNDARY OF CUT SLOPE, HACHURES ON CUT SIDE OF LINE, APPROXIMATELY LOCATED, QUERIED WHERE UNCERTAIN
- LANDSLIDE, ARROW INDICATES DIRECTION OF MOVEMENT
- APPROXIMATE LIMITS OF DEPOSITS FROM LANDSLIDE NO. 4 AS DEFINED BY BERLOGAR GEOTECHNICAL CONSULTANTS (1982)

- NOTES:**
1. REFER TO REPORT TEXT FOR DATA SOURCES USED IN MAP PREPARATION. SITE CONDITIONS MAY HAVE CHANGED SINCE GEOLOGIC RECONNAISSANCE ON 18 OCTOBER, 1989.
  2. FEATURES SHOWN ON THIS MAP ARE APPROXIMATELY LOCATED USING STANDARD FACE AND COMPASS METHODS.

**FIGURE 2**  
**SITE GEOLOGIC MAP**  
 VALLEY CHRISTIAN CENTER  
 ROBERT Y. CHEW GEOTECHNICAL, INC.  
 SAN FRANCISCO, CALIFORNIA  
 HAYWARD, CALIFORNIA