

ST. JOHN'S EPISCOPAL CHURCH PROJECT
INITIAL STUDY/ENVIRONMENTAL REVIEW
CHECKLIST

City of Oakland March 10, 2008



DESIGN, COMMUNITY & ENVIRONMENT

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CHECKLIST

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D E S I G N , C O M M U N I T Y & E N V I R O N M E N T

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**NOTICE OF PREPARATION (NOP) OF A
DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR
ST JOHN'S EPISCOPAL CHURCH IMPROVEMENTS**

The Oakland Community and Economic Development Agency, Planning and Zoning Division, has determined that a Environmental Impact Report (EIR) must be prepared for St. John's Episcopal Church Parking and New Sanctuary Improvements (as identified in the Project Description below), and is requesting comments on the scope and content of the EIR. The EIR will address the potential physical, environmental effects of the project as identified in the Initial Study for each of the following environmental topics outlined in the California Environmental Quality Act (CEQA): Biological Resources, Hydrology/Water Quality, Transportation/Traffic, and Mandatory Findings of Significance.

The City has prepared an Initial Study that identified areas of probable environmental effects. The Initial Study is available at the Planning Division office, City of Oakland, Community and Economic Development Agency, 250 Frank H. Ogawa Plaza, Suite, Suite 3315 Oakland, CA 94612. The Initial Study may also be reviewed at the following website: www.oaklandnet.com under the Planning and Zoning website link for City Planning Commission and Environmental Impact Reports.

The City of Oakland is the Lead Agency for the Project and is the public agency with the greatest responsibility for approving the Project or carrying it out. This notice is being sent to Responsible Agencies and other interested parties. Responsible Agencies are those public agencies, besides the City of Oakland, that also have a role in approving or carrying out the Project. When the Draft EIR is published, it will be sent to all Responsible Agencies and to others who respond to this NOP or who otherwise indicate that they would like to receive a copy. Responses to this NOP and any questions or comments should be directed in writing to: Caesar Quitevis, Planner II, City of Oakland, Community and Economic Development Agency, 250 Frank H. Ogawa Plaza, Suite 2216, Oakland, CA 94612; (510) 238-6343 (phone); (510) 238-4730 (fax); or e-mailed to clquitevis@oaklandnet.com. Comments on the NOP must be received at the above mailing or e-mail address **by 5:00 p.m. April 10, 2008**. Please reference case number **ER08-0001** in all correspondence. In addition, comments may be provided at the EIR Scoping Meeting to be held before the City Planning Commission. Comments should focus on discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the project in light of the EIR's purpose to provide useful and accurate information about such factors.

<p>PUBLIC HEARINGS: The City Planning Commission will conduct a public scoping hearing on the Draft EIR for the project on April 2, 2008, at or near 6:00 p.m. in Hearing Room 1, City Hall, 1 Frank H. Ogawa Plaza, Oakland, CA.</p>

PROJECT TITLE: St John's Episcopal Church – Parking and New Sanctuary Improvements

PROJECT LOCATION: 5914 Thornhill Drive, 5928 Thornhill Drive, 1707 Gouldin Road, 1715 Gouldin Road, and 1676 Alhambra Lane

PROJECT SPONSOR: Jerry Moran, Project Liaison
St John's Episcopal Church
1707 Gouldin Road
Oakland, CA 94611

EXISTING CONDITIONS:

The project site and surrounding properties are designated as Hillside Residential in the City of Oakland General Plan and an R-30 One-Family Residential zoning. The existing site, which is 136,300 square feet or 3.13 acres, is located in a predominantly residential area of Oakland with substantial tree cover, some of which are subject to the City of Oakland tree preservation ordinance. Another natural feature of the site is an open stretch of Temescal Creek, approximately 200 feet in length and subject to the City of Oakland Creek Protection Ordinance. The site is bounded by Gouldin Road to the east, and single-family residential homes to the north, west, and south. The Church rectory is located on a separate parcel at 1715 Gouldin Road immediately southeast of the Church parcel. Thornhill Elementary School is located adjacent to a portion of the church property to the west at 5880 Thornhill Drive. Two additional parcels are owned by the Church, both single-family homes at 5914 Thornhill Road, and 1676 Alhambra Lane. The project site includes the existing sanctuary, offices, and two paved parking areas. The project site also includes a vacant single-family residential home at 5928 Thornhill Drive, which will be demolished as part of the project. The project site does not appear on the Cortese List.

PROJECT DESCRIPTION:

Phase 1: Reconfiguration of site circulation, parking, bridge and creek improvements

Phase 1 of the project, includes demolishing the house at 5928 Thornhill Road, abandoning a portion of the shared access road with the home at 5940 Thornhill Road, and constructing a new access bridge over Temescal Creek. Primary ingress and egress would be via a new lane leading from the new bridge to an auto circle, which would allow pick-up and drop-off activities as well as provide improved fire truck access to the sanctuary. Perpendicular parking spaces would be provided along the new lane, as well as a separate pedestrian path, which would run parallel to the new lane. Existing parking areas near the sanctuary would be retained, and the existing parking along the upper parking lot would be retained and resurfaced. The Alhambra Lane driveway would be retained to allow egress for people parking in this area. The number of parking spaces would be increased from 40 spaces plus 1 ADA space to 49 spaces plus 1 van and 1 ADA space. Phase 1 also includes the removal of 2,300 square feet of asphalt parking lot abutting the eastern side of the existing sanctuary building and abandonment and removal of paving at the current, steep Gouldin Road entry. This area would be landscaped under Phase 2.

As a separate project component, Temescal Creek would be restored along its reach of approximately 200 linear feet within the project site boundaries. The creek restoration design includes moving the toe of the steep bank along the north side 10 feet towards the opposite side. The bank would be filled with excavated material and regraded to a 50 percent slope. The south side of the creek bank would also be moved from between five to seven feet, and the slopes would be regraded to 50 percent or less. The small terrace that currently exists on the south side

of the creek would be removed. Trees and shrubs removed as part of the bank stabilization process will be replaced with native species to provide better habitat value. In total, the project proposes the removal of 46 trees, 44 of which fall under the City of Oakland tree preservation ordinance. All trees proposed for removal would be replaced with native species.

Phase 2: Construction of new 5,500 square-foot sanctuary

Phase 2 would involve construction of a new sanctuary building between 5,000 and 5,500 square feet and one story tall at the location of the current Gouldin Road entrance to the Church. Conceptual plans for the new sanctuary call for a 33-foot-high structure and a cupola with a bell. The new sanctuary would be constructed of wood, stucco and a composition roof material to match the style and materials of the existing sanctuary building. As part of this phase, the patio between the existing building and the new sanctuary would be renovated and expanded. Upon completion of the new sanctuary building, the existing building would be converted into a community hall, fellowship space.

PROBABLE ENVIRONMENTAL EFFECTS:

The Initial Study screened out environmental factors that will not be further studied in the Draft EIR. These factors include: **Aesthetics, Agricultural Resources, Air Quality, Cultural Resources, Geology/Soils, Hazards/Hazardous Materials, Land Use Planning, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, and Utilities/Service Systems.** The Draft EIR will address the potential environmental effects for **Transportation/Traffic, Biological Resources, Hydrology/Water Quality, and Mandatory Findings of Significance** only. All other impacts would be mitigated to less than significant levels and will not be further studied.

The Draft EIR will also examine a reasonable range of alternatives to the Project, including the CEQA-mandated No Project Alternative, and other potential alternatives that may be capable or reducing or avoiding potential environmental effects.

March 6, 2008
File Number Enter **ER08-0001**


Scott Miller
Zoning Manager

Attachments:
Phasing Plan and Proposed Circulation Plan

ST. JOHNS EPISCOPAL CHURCH PROJECT INITIAL STUDY / ENVIRONMENTAL REVIEW CHECKLIST

Prepared for City of Oakland

File No. ER-080001

February 2008

Design, Community & Environment
1600 Shattuck Avenue, Suite 300
Berkeley, CA 94709
510.848.3815

ST. JOHNS EPISCOPAL CHURCH PROJECT INITIAL STUDY / ENVIRONMENTAL REVIEW CHECKLIST

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INITIAL STUDY AND ENVIRONMENTAL REVIEW CHECKLIST

California Environmental Quality Act (CEQA)

Project Information

1. **Project Title:** St. John's Episcopal Church Parking and New Sanctuary Improvements
2. **Lead Agency Name and Address:** City of Oakland
Community and Economic Development Agency
Planning Division
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612
3. **Contact Person and Phone Number:** Cesar Quitevis, Planner II
(510) 238-6343
4. **Project Location:** 5914 Thornhill Drive, 5928 Thornhill Drive, 1707 Gouldin Road,
1715 Gouldin Road, 1676 Alhambra Lane
5. **Project Sponsor's Name and Address:** Jerry Moran, Project Liaison
St John's Episcopal Church
1707 Gouldin Road
Oakland, CA 94611
6. **General Plan Designation:** Hillside Residential
7. **Zoning:** R-30
8. **Description of Project:** Phase 1: Reconfiguration of site circulation and parking.
Phase 2: Construction of new 5,500 square-foot sanctuary
building (A detailed project description is provided as
Item 12 below).
9. **Surrounding Land Uses and Setting:** Single-family residential on sloped, vegetated terrain to the north,
east, and south. Elementary school facility to the west.
10. **Actions/permits which may be required , and for which this document provides CEQA clearance,
include without limitation:**
 - Conditional Use Permit

- Tree Removal Permit
- Creek Protection Permit
- Regular Design Review
- Tentative Parcel Map

11. Other Public Agencies Interested in the Project: California Department of Fish and Game, San Francisco Bay Regional Water Quality Control Board, U.S. Army Corps of Engineers.

12. Detailed Description of the Project:

Regional and Local Setting

The project is located in the Montclair District of Oakland, California. Regional and local settings are shown on Figure 1 and Figure 2 respectively.

Existing Site Character

The existing site, which is 136,300 square feet or 3.13 acres, is located in a predominantly residential area of Oakland with substantial tree cover. Some of these trees fall under the City of Oakland tree preservation ordinance, including Coast Live Oak, Coast Redwood, Douglas Fir and Giant Redwood. The site is bounded by Gouldin Road to the east, and single-family residential homes to the north, west and south. The Church rectory is located on a separate parcel at 1715 Gouldin Road immediately southeast of the Church parcel. Thornhill Elementary School is located adjacent to a portion of the church property to the west at 5880 Thornhill Drive. Two additional parcels are owned by the Church; both single-family homes at 5914 Thornhill Road, and 1676 Alhambra Lane. Figure 3 shows existing land uses in the site vicinity. The project site includes the existing sanctuary, offices and two paved parking areas (which are currently non-compliant with current code regulations). The project site also includes a vacant single-family residential home at 5928 Thornhill, which will be demolished as part of the project.

Access to the site is from Gouldin Road, via a narrow driveway with a steep decline. Given the width and angle of the driveway, it is limited to ingress only. Egress is provided by a connection to Alhambra Lane, which terminates at Thornhill Road.

Project Characteristics

The section provides an overview of the proposed facilities and amenities included in the Project. Figures 4 through 7 provide information on the proposed land uses, site and landscape plan, phasing plan, and circulation plan respectively.

Phase 1: Phase 1 of the project, scheduled to begin in late-summer/early fall of 2008, includes demolishing the house at 5928 Thornhill Road, abandonment of a portion of the shared access road with the home at 5940 Thornhill Road, and construction of a new bridge over Temescal Creek that will connect to a new internal travel lane and parking area. The proposed bridge would be 25 feet wide, allowing for a 20 foot drive aisle and a 5-foot pedestrian walkway. The bridge would be constructed of steel and concrete.

As shown in Figure 7, primary ingress and egress would be via a new lane leading from the new bridge to an auto circle, that would allow pick-up and drop-off activities as well as provide improved fire truck access to the sanctuary. Perpendicular parking spaces would be provided along the new lane. A separate pedestrian path would run parallel to the lane. Existing parking areas near the sanctuary would be retained, and the existing parking along the upper parking lot would be retained and resurfaced. The Alhambra Lane driveway would be retained to allow egress for people parking in this area.

The Alhambra Lane driveway is currently proposed to remain at existing grade. However, the feasibility of smoothing the grade transition between the driveway and Alhambra Lane will be studied. The proposed auto circle would also be at existing grade. The existing parking lot would be lowered approximately seven feet to the same level as the existing sanctuary, at an elevation of 618 feet. The new lane leading from the proposed vehicular bridge to the proposed auto circle would be filled closest to the auto circle just north of Alhambra Court. The fill would meet the grade of the proposed auto circle and a three-foot retaining wall would be built on the southern edge of the perpendicular parking to be provided along the lane, holding the fill and leaving a gap for a pedestrian pathway that would cut across the lane to Alhambra Court. No public circulation is currently proposed for Alhambra Court, which is a privately maintained private access easement. The lane would slope down toward the proposed vehicular bridge.

In order to reduce the effect of adding increased impervious surfaces to the site, a variety of features would be incorporated into the proposed parking area, including use of crushed granite for parking spaces along the lane, use of pervious paving materials, and provision of stormwater detention facilities under the parking area.

The number of parking spaces would be increased from 40 spaces plus 1 ADA space to 49 spaces plus 1 van and 1 ADA space. The parking space dimensions, aisle widths and space layouts would all be in compliance with the City of Oakland standards.

Phase 1 also includes the removal of 2,300 square feet of asphalt parking lot abutting the eastern side of the existing sanctuary building and abandonment of and removal of paving at the current, steep Gouldin Road entry. This area (future Phase 2 site) would be landscaped.

As a separate project component, Temescal Creek would be restored along its reach of approximately 200 linear feet within the project site boundaries. The creek restoration design includes moving the toe of the steep bank along the north side 10 feet towards the opposite side. The bank would be filled with excavated material and regraded to a more stable 50 percent slope. The south side of the creek bank would also be moved from between five to seven feet, and the slopes would be regraded to 50 percent or less. The small terrace that currently exists on the south side of the creek would be removed. The stream channel, which is currently undermining the stability of Thornhill Road, would be moved seven to ten feet to the south, and straightened throughout the reach. Trees and shrubs removed as part of the bank stabilization will be replaced with native species to provide better habitat value.

The project proposes the removal of 46 trees, 44 of which fall under the City of Oakland tree preservation ordinance. Five of these trees are proposed to be removed for creek restoration, specifically re-alignment and revegetation with native plant species. The remaining trees are proposed to be removed for construction of the new bridge and the new lane to the existing sanctuary building and offices. All trees proposed for removal would be replaced with native species.

Phase 2: Phase 2 would entail construction of a new sanctuary building between 5,000 and 5,500 square feet and one story tall (shown in Figures 8, 9 and 10) at the location of the current Gouldin Road entrance to the Church. Conceptual plans for the new sanctuary call for a 33-feet-high structure and a cupola with a bell. The new sanctuary would be constructed of wood, stucco and a composition roof material, to match the style and materials of the existing sanctuary building. As part of this phase, the patio between the existing building and the new sanctuary would be renovated and expanded. Upon completion of the new sanctuary building, the existing building would be converted into a community hall, fellowship space. There would be no increase in capacity for parking when both buildings are in use. Both buildings would be in use only when adults are using one building and children (non-drivers) are using the other building. The timing of Phase 2 is not known at this time.

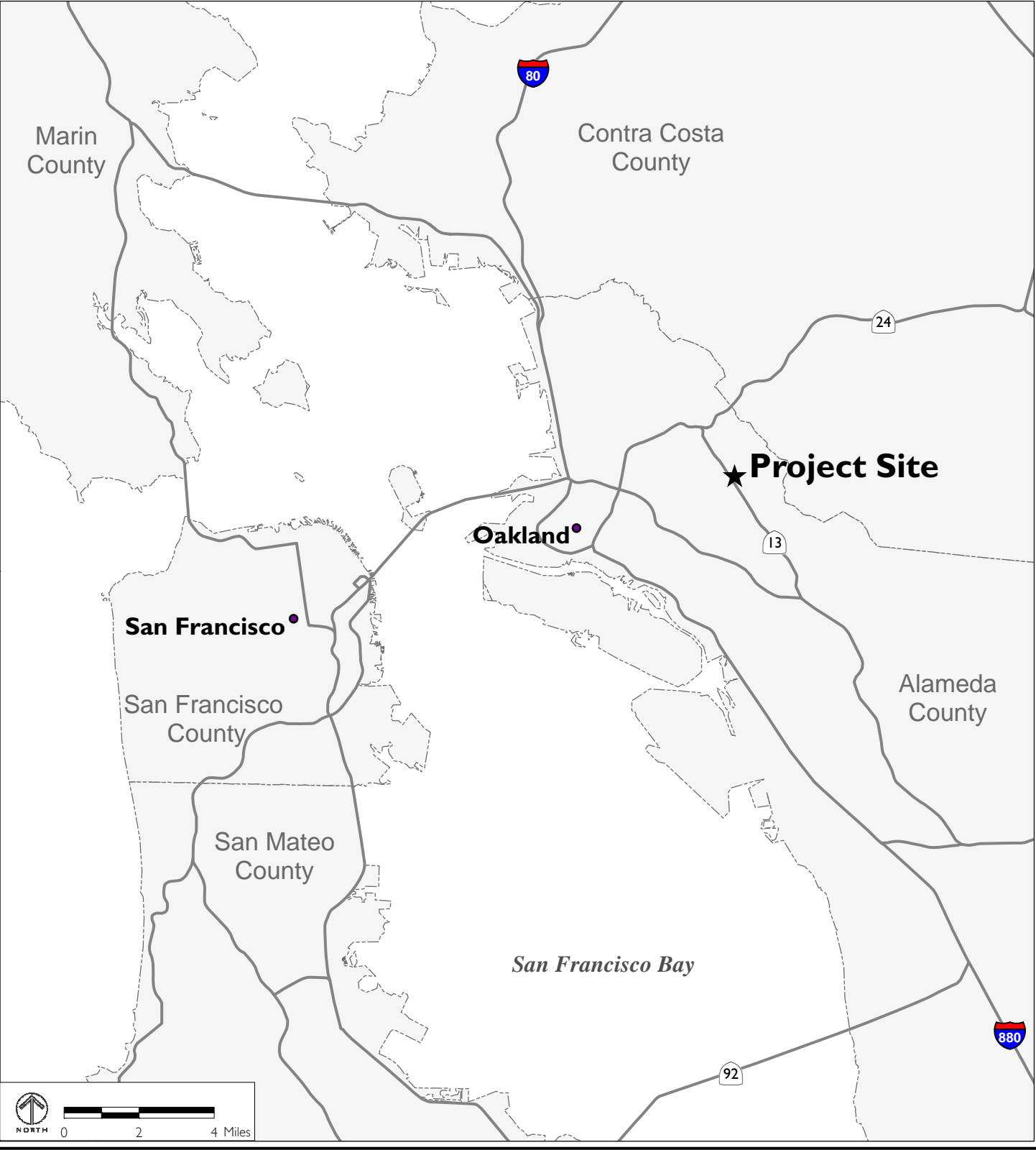


FIGURE 1

REGIONAL LOCATION

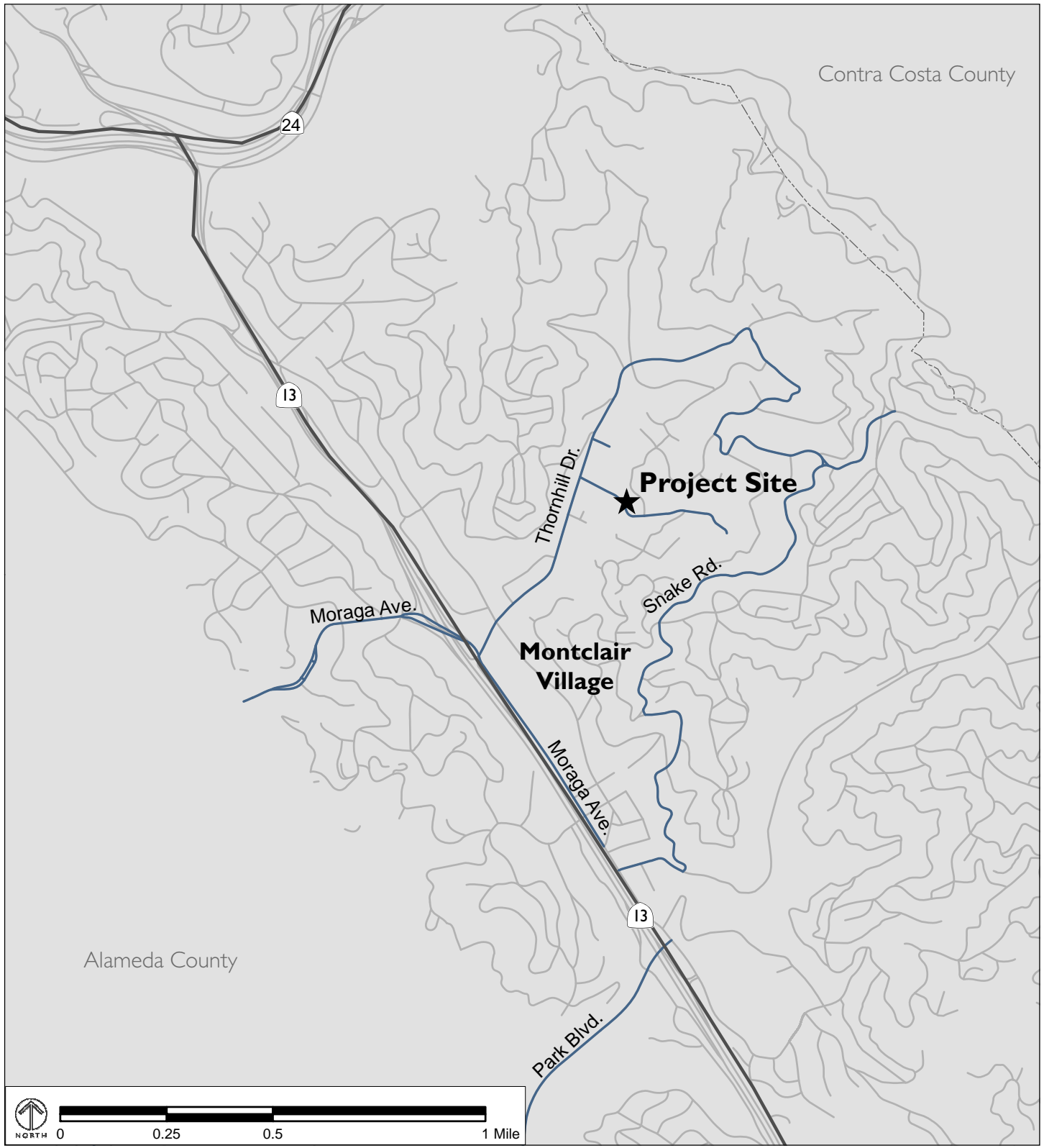
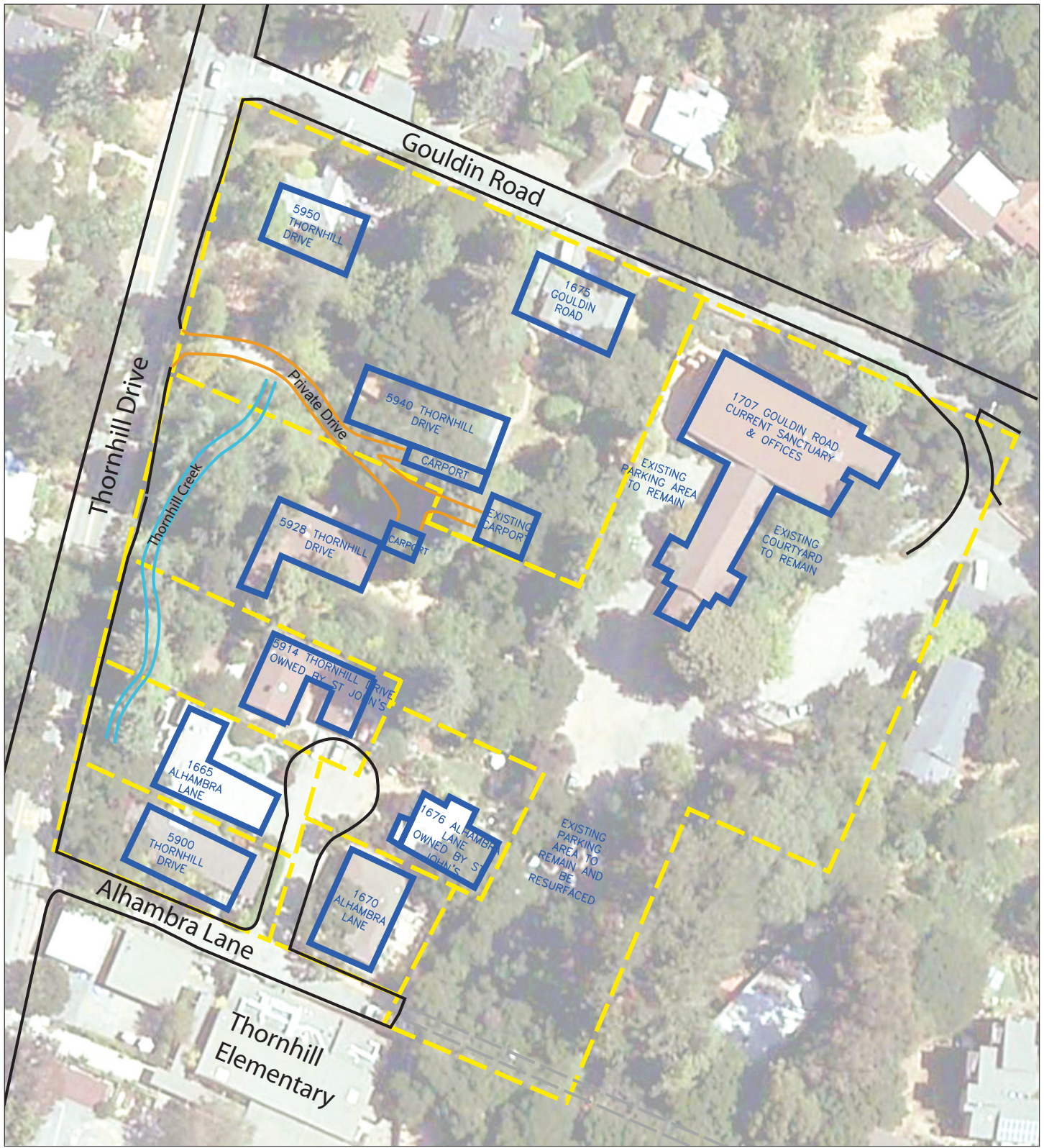


FIGURE 2

LOCAL LOCATION



- Property Line
- Existing Structures
- Streets

FIGURE 3
EXISTING LAND USE



- Property Line
- Existing Structures
- Streets
- Proposed Sanctuary
- Curb/Sidewalk Edge

FIGURE 4

PROPOSED LAND USE

MATERIAL LEGEND

- AC PAVING, S.C.D.
- PERVIOUS PAVING AT PARKING STALLS; GRAVEL PAVING WITH GRAVEL PAVE CELLS FOR STABILIZATION.
- OTHER PAVING, PHASE 2: DG PAVING
- PEDESTRIAN PATHWAY, STABILIZED DECOMPOSED GRANITE FINES
- PEDESTRIAN PATHWAY, INTEGRAL COLORED CONCRETE
- BOLLARD LIGHT
- DOWNLIGHT PLACED IN EXISTING TREE
- LIGHT INTEGRATED INTO BRIDGE RAILING, S.A.D.
- PLANTING AREA: SEE L2-1: PLANTING PLAN
- EXISTING SHARED GRAVEL ACCESS DRIVE TO REMAIN

KEY NOTE LEGEND

- A. EXISTING REDWOOD GROVE
- B. FIRE TRUCK TURNAROUND AND DROP-OFF
- C. UPPER PARKING AREA: EXISTING PARKING AREA TO BE RESURFACED AND RESTRIPTED. OAK COVERED HILLSIDE ABOVE TO REMAIN.
- D. PARKING GROVE: SEE SHEET L1-2.
- E. VEHICULAR AND PEDESTRIAN BRIDGE: 20 FOOT DRIVE AISLE WITH 5' PEDESTRIAN WALK, SEE SHEET A1.1
- F. REHABILITATED CREEK RETAINING MANY OF THE EXISTING REDWOODS, SEE CREEK PLANTINGS.
- G. ADA PARKING STALLS: 1 VAN , 1 CAR

NOTES

1. ALL DIMENSIONS SHOWN ARE TYPICAL AND NOMINAL.

NORTH
FEET

0' 15' 30' 60'

FIGURE 5
SITE PLAN

ST. JOHN'S EPISCOPAL CHURCH
 PHASE 1 AND PHASE 2 EXPANSION INITIAL STUDY

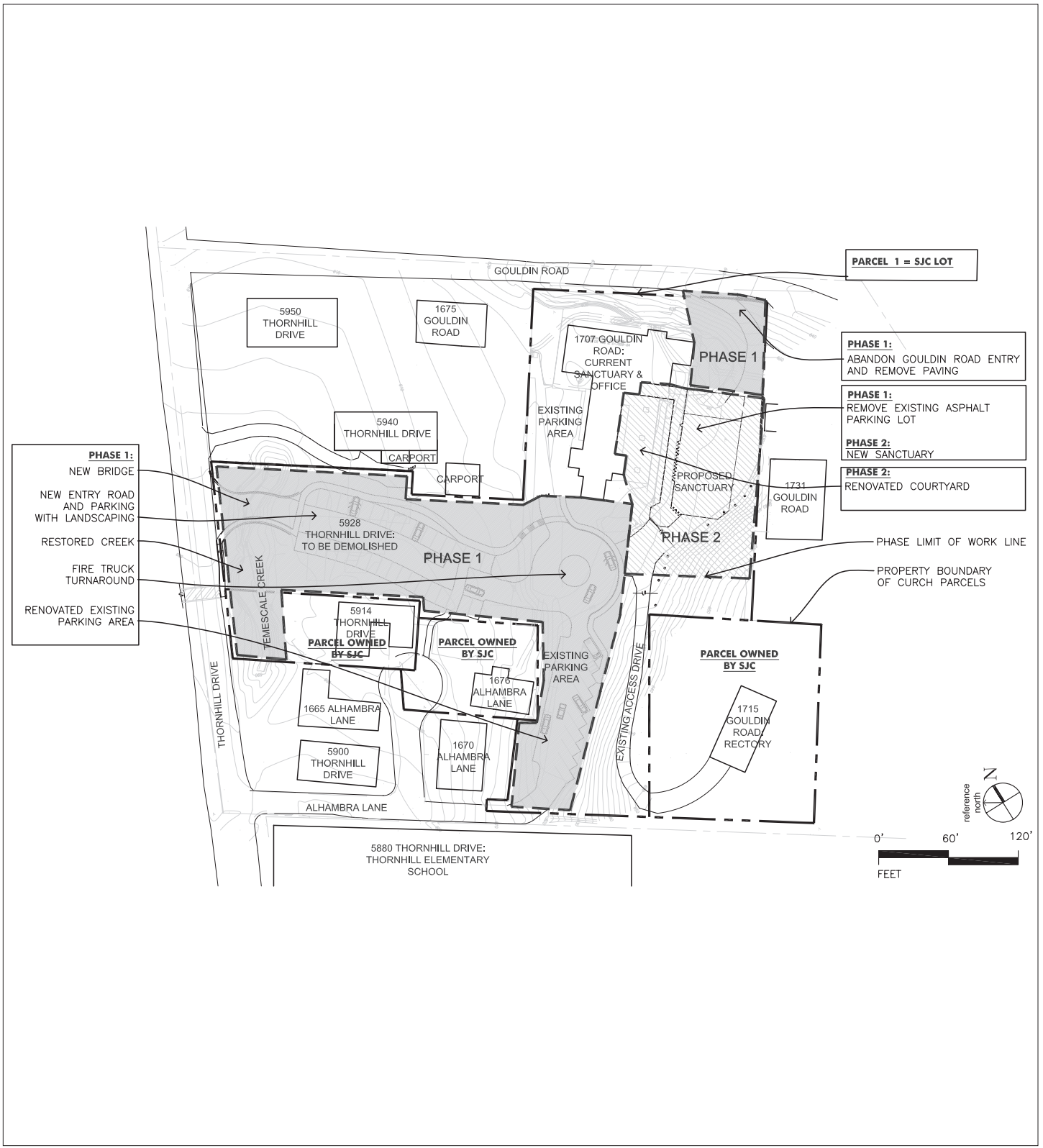


FIGURE 6
PHASING PLAN

ST. JOHN'S EPISCOPAL CHURCH
PHASE 1 AND PHASE 2 EXPANSION INITIAL STUDY

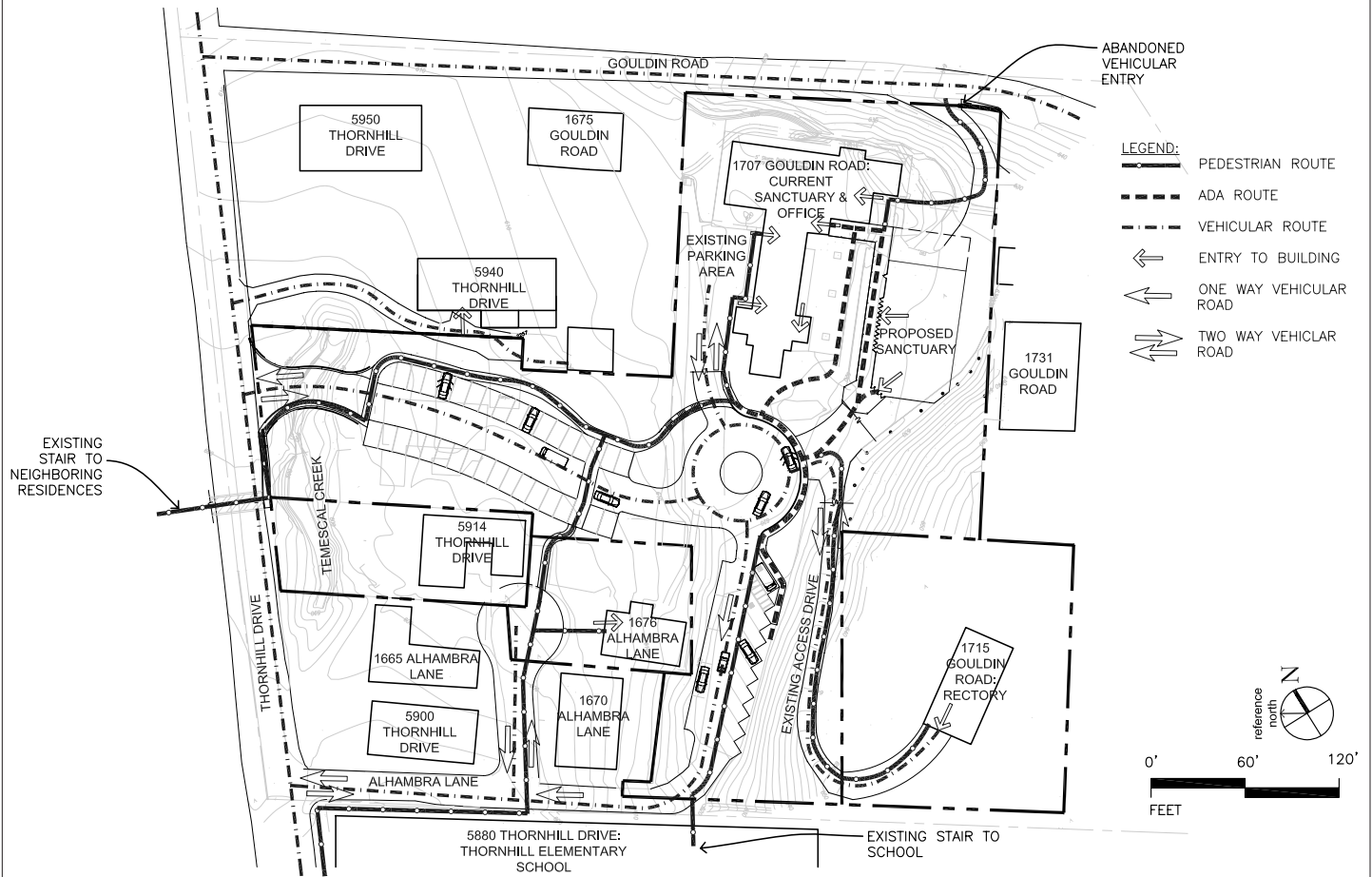
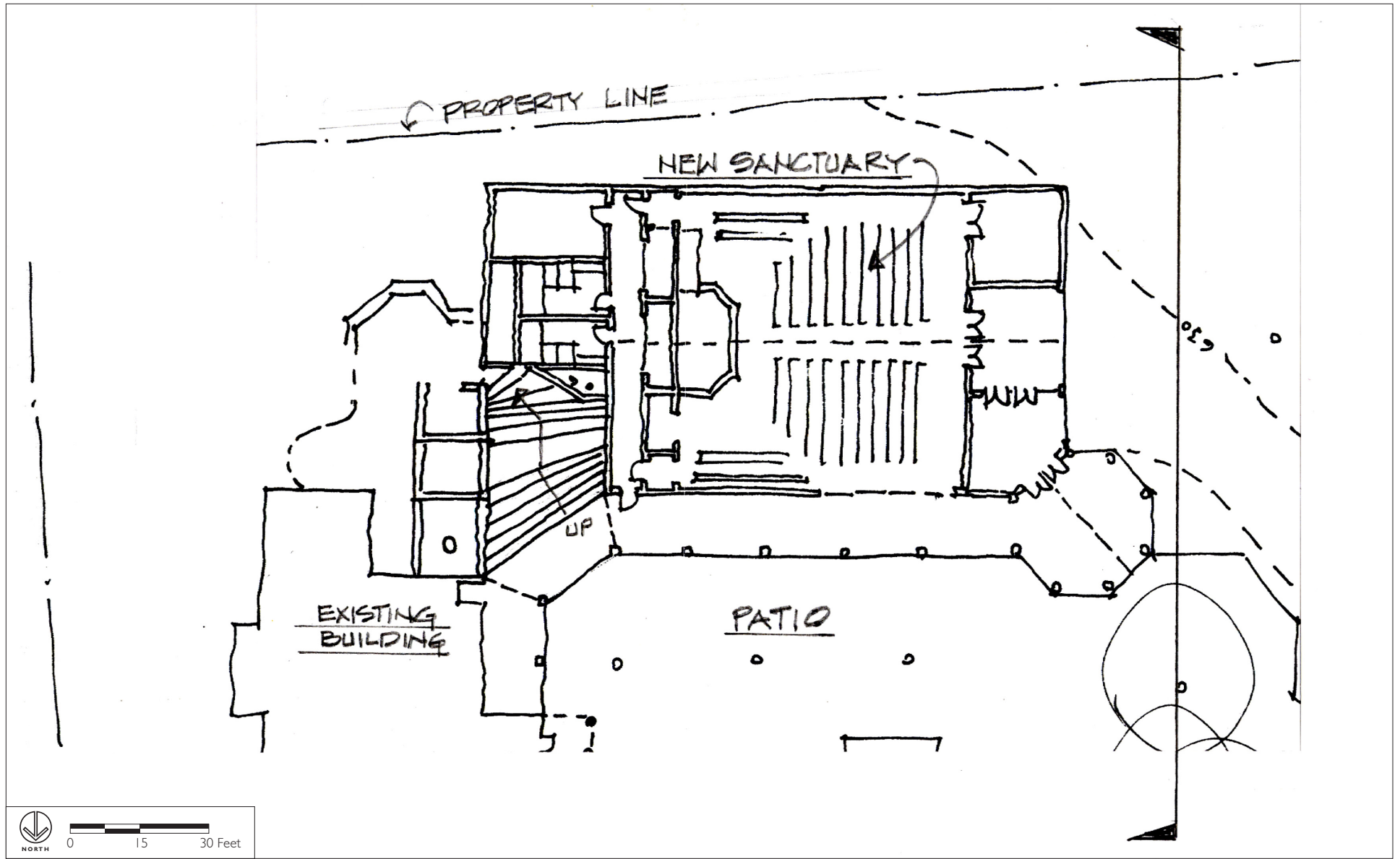


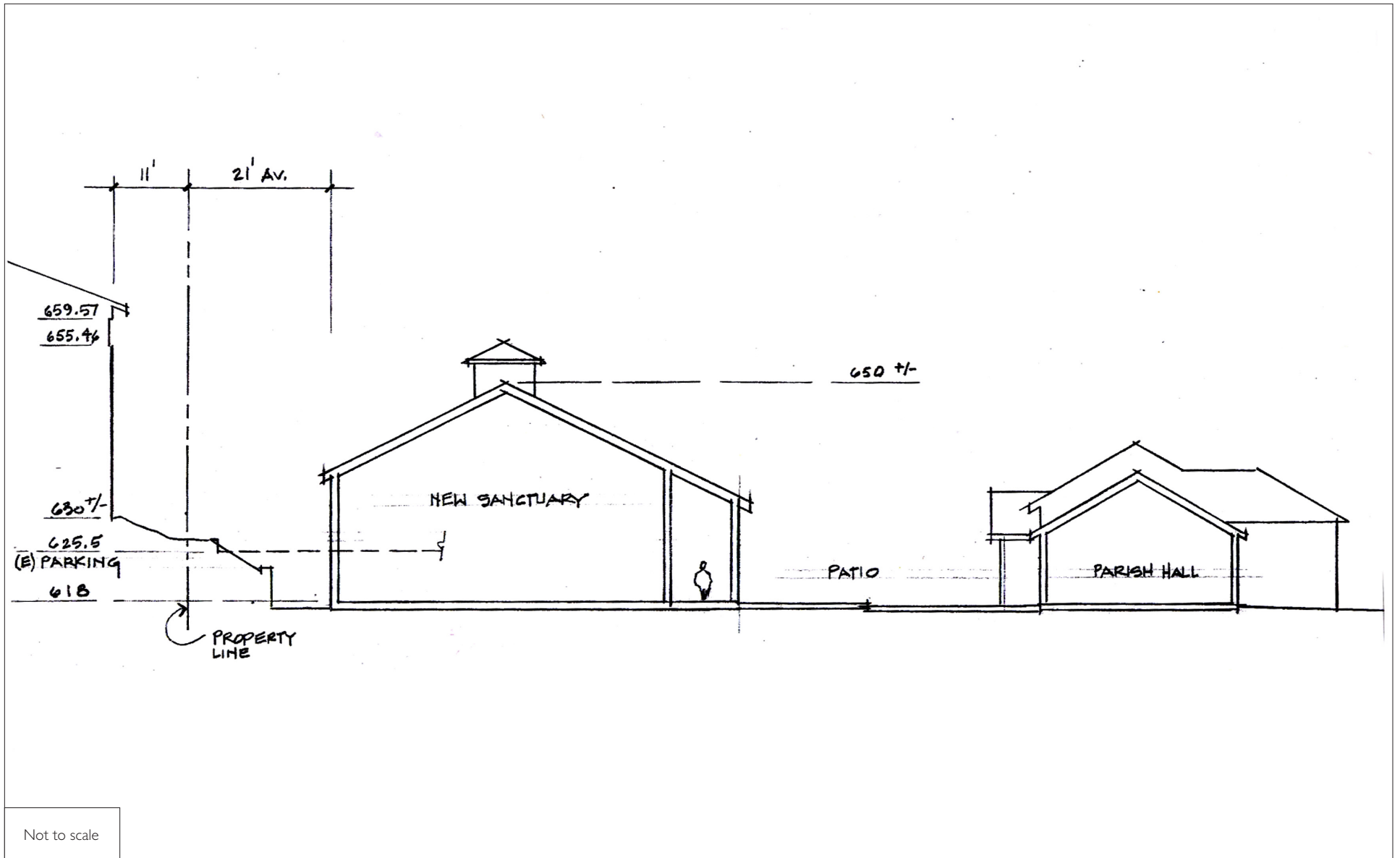
FIGURE 7

PROPOSED CIRCULATION PLAN



Source: Turnbull, Griffin & Haesloop Architects

FIGURE 8
PHASE 2 SANCTUARY CONCEPTUAL PLAN - FLOOR PLAN



Source: Turnbull, Griffin & Haesloop Architects

FIGURE 9

PHASE 2 SANCTUARY CONCEPTUAL PLAN - WEST SECTION



Source: Turnbull, Griffin & Haesloop Architects

FIGURE 10

PHASE 2 SANCTUARY CONCEPTUAL PLAN - EAST SECTION

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages, which will be further studied in the EIR. No other environmental factors will be further studied in the EIR.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards/Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment with Uniformly Applied Development Standards imposed as conditions of approval, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures and Uniformly Applied Development Standards have been imposed on the project. A MITIGATED NEGATIVE DECLARATION will be prepared. ☐

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required that will further study **Transportation and Traffic, Biological Resources and Hydrology and Water Quality**. No other environmental factors will be further studied. ☒

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

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

Caesar Quitevis
Signature

Caesar Quitevis, Planner II
Planner Name
Title

March 16, 2008
Date

Scott Miller
Scott Miller,
Zoning Manager

Evaluation of Environmental Impacts

CEQA requires that an explanation of all answers be provided along with this checklist, including a discussion of ways to mitigate any significant effects identified.

Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, less than significant with development standards, or less than significant. As defined here, a “Potentially Significant Impact” is appropriate if the significant effect is considered to have a substantial or potentially substantial adverse effect on the environment. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

A “Less than Significant with Mitigation” answer applies where incorporation of a mitigation measure has reduced an effect from a “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

A “Less than Significant with Development Standard” answer applies where incorporation of a development standard has reduced an effect from a “Potentially Significant Impact” to a “Less than Significant Impact.” The City’s Uniformly Applied Development Standards are incorporated into projects as conditions of approval regardless of a project’s environmental determination. As applicable, the Uniformly Applied Development Standards are adopted as requirements of an individual project when it is approved by the City and are designed to, and will, substantially mitigate environmental effects. In reviewing project applications, the City determines which of the standard conditions are applied, based upon the zoning district, community plan, and the type(s) of permit(s)/approvals(s) required for the project. Depending on the specific characteristics of the project type and/or project site, the city will determine which Development Standards apply to each project; for example, Development Standards related to creek protection permits will only be applied projects on creekside properties.

The Development Standards incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Water Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, California Building Code, and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects. Where there are peculiar circumstances associated with a project or project site that will result in significant environmental impacts despite implementation of the Development Standards, the City will determine whether there are feasible mitigation measures to reduce the impact to less than significant levels in the course of appropriate CEQA review (mitigated negative declarations or EIRs).

A “Less than Significant Impact” answer applies where the project creates no substantial or potentially substantial adverse effect on the environment.

A “No Impact” answer applies where a project does not create any impact in that category. A “No Impact” answer needs to be adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply doesn’t apply to projects like the one under involved. A “No Impact” answer should be explained where it is based on project –specific factors as well as general standards.

Environmental Checklist

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
I. AESTHETICS -- Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state or locally designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would substantially and adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Introduce landscape that now or in the future cast substantial shadows on existing solar collectors (in conflict with California Public Resource Code Section 25980-25986)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Cast shadows that substantially impairs the function of a building using passive solar heat collection, solar collectors or hot water heating, or photovoltaic solar collectors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Cast a shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Cast shadow on an historic resource, as defined by CEQA Section 15064.5(a), such that the shadow would materially impair the resource's historic significance by materially altering those physical characteristics of the resource that convey its historical significance and that justify its inclusion on or eligibility for listing in the National Register of Historic Places, California Register of Historical Resources, Local Register of Historic Resources or a historical resource survey form (DPR Form 523) with a rating of 1-5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of questions (a) through (h):

There are no scenic vistas from the site; therefore, the project would not have a substantial adverse effect on a scenic vista, and there would be no impact. Also, because the site is not located within proximity of a state or locally designated scenic highway, there would be no impact associated with such designated highways. The project would be constructed in a wooded, residential neighborhood.

Both phases of the project would change the visual character of the site and its surroundings. Although the project would alter the visual character of the site and surroundings, the changes would be less than significant because the site is currently developed. Construction of the bridge and the access lane would require removal of trees which will increase the visibility to and from that section of Thornhill Drive and adjoining properties. However, recontouring the creek embankments and landscaping with native species would improve the visual character of what is now a heavily eroded creek. Although the parking lane would be visible from Thornhill, the landscaping and use of crushed granite would provide visual relief that would soften the view. In addition, because significant redwood and oak trees would be retained, the view would be filtered.

The proposed new sanctuary building would be built of wood and stucco, and the character of the building would be in harmony with the existing buildings so as to blend in with the existing environment. The planned height of the building of 33 feet would not impeded on the single-family residence to the south, whose living room window would be at an elevation five feet higher than the proposed height of the new sanctuary building.

The project will not introduce new landscape that now or in the future will cast substantial shadows on existing solar collectors. The proposed new sanctuary building is the only part of the project that may cast shadows; however, there are no existing solar collectors on the site that would be affected. The sanctuary building would be built in a portion of the property that is already shaded and sits near the bottom of a graded slope. As noted above, creek restoration, including new landscaping and native plant species, would increase sunlight access along Thornhill Drive. There are no buildings on the site that use passive solar heat collection, solar collectors, hot water heating or photovoltaic solar collectors; therefore, the project would not able to cast shadows that would impair the function of such buildings. Similarly, the proposed sanctuary would not cast shadows that substantially impair the beneficial use of any public or quasi-public space on the property because the proposed sanctuary is already located in a wooded, shaded area on the site.

As required for all development projects that will have new exterior lighting, the project applicant would be required to implement and comply with the following uniformly-applied standard condition of approval, which would help reduce the potential for aesthetic hazards associated with substantial light or glare which would substantially and adversely affect day or nighttime views in the area:

STANDARD CONDITION AES-1: Lighting Plan
Prior to the issuance of an electrical or building permit

- a) **The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.**
- b) **Plans shall be submitted to the Planning and Zoning Division and the Electrical Services Division of the Public Works Agency for review and approval.**
- c) **All lighting shall be architecturally integrated into the site.**

Potentially Significant <u>Impact</u>	Potentially Significant Unless Mitigation <u>Incorporated</u>	Less Than Significant <u>Impact</u>	No <u>Impact</u>	Less Than Significant with Development <u>Standards</u>
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i) Require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the General Plan,

Planning Code, and Uniform Building Code addressing the Provision of adequate light related to appropriate uses?

☐ ☐ ☐ ☒ ☐

Discussion of question (i):

The project does not require exceptions to any of the documents referenced above. Therefore, there is no impact.

j) Create winds exceeding 36 mph for more than 1 hour during daylight hours during the year. The wind analysis only needs to be done if the project's height is 100 feet or greater (measured to the roof) and one of the following conditions exist: a) the project is located adjacent to a substantial water body (i.e., Oakland Estuary, Lake Merritt or San Francisco Bay); or b) the project is located in Downtown?

☐ ☐ ☐ ☒ ☐

Discussion of question (j):

The project does not contain any components that would be over 100 feet in height, nor generate winds. Therefore, there is no impact.

II. AGRICULTURAL RESOURCES -- Would the project:

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

☐ ☐ ☐ ☒ ☐

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

☐ ☐ ☐ ☒ ☐

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

☐ ☐ ☐ ☒ ☐

Discussion of question (a) through (c):

The project site, is not designated as farmland and is not used for agricultural purposes. There are no lands zoned for agricultural use, nor are there properties in the area under Williamson Act Contract. In addition, the project would not cause changes which could result in the conversion of Farmland. Therefore, there would be no impact.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
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III. AIR QUALITY -- Would the project:

Construction Period Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?

☐ ☐ ☐ ☐ ☒

d) Expose sensitive receptors to substantial pollutant concentrations?

☐ ☐ ☐ ☐ ☒

Discussion of questions (a) and (d):

During construction, the project would generate short-term emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions. Project-related construction activities would include demolition, site preparation, earthmoving and general construction activities. Emissions generated from these activities include dust (including PM-10 and PM-2.5)¹ primarily from “fugitive” sources, such as soil disturbance; combustion emissions of criteria air pollutants (reactive organic gasses [ROG], nitrogen oxides [NOx], carbon monoxide [CO], sulfur oxides [SOx], and PM-10) primarily from operation of construction equipment and from worker vehicles; and evaporative emissions (ROG) from asphalt paving.

The Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines recognize that construction equipment emits ozone precursors, but indicate that such emissions are included in the emission inventory that is the basis for regional air quality plans. Therefore, construction emissions of ROG and NOx are not expected to impede attainment or maintenance of ozone standards in the Bay Area. The impact of construction equipment exhaust would therefore be less than significant.

Construction-related fugitive dust emissions would vary from day to day, depending on the level and type activity, silt content of the soil, and the weather. In the absence of controls, construction activities may result in significant quantities of dust, and as a result, local visibility and PM-10 and PM-2.5 concentrations may be adversely affected on a temporary and intermittent basis during the construction period. In addition, the fugitive dust generated by construction would include not only PM-10, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts. The BAAQMD’s approach to analyses of fugitive emissions from construction is to emphasize implementation of effective and comprehensive dust control measures rather than detailed quantification of emissions. The District considers any project’s construction-related impacts to be less than significant if the required dust-control measures are implemented. Without these measures, the impact is generally considered to be significant, particularly if sensitive land uses are located in the project vicinity. In the case of this project, residential land uses are located immediately adjacent to the boundaries of the project site. The proposed project would be subject to the measures recommended by the BAAQMD (listed below), which are uniformly applied by the City as standard conditions of approval, and which would reduce the impact of fugitive dust emissions to less than significant.

STANDARD CONDITION AQ-1 (Dust Control): During construction, the project sponsor shall require the construction contractor to implement the following measures required as part of BAAQMD’s basic dust control procedures required for construction sites. These include:

- a) **Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.**
- b) **Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).**

¹ Particles that are 10 microns or less in diameter and 2.5 microns or less in diameter, respectively

- c) **Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.**
- d) **Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites.**
- e) **Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.**
- f) **Limit the amount of the disturbed area at any one time, where feasible.**
- g) **Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.**
- h) **Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.**
- i) **Replant vegetation in disturbed areas as quickly as feasible.**
- j) **Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).**
- k) **Limit traffic speeds on unpaved roads to 15 miles per hour.**
- l) **Clean off the tires or tracks of all trucks and equipment leaving any unpaved construction areas.**

STANDARD CONDITION AQ-2 (Construction Emissions): To minimize construction equipment emissions during construction, the project sponsor shall require the constructions contractor to:

- a) **Demonstrate compliance with Bay Area Air Quality Management District (BAAQMD) Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule. BAAQMD Regulation 2, Rule 1 provides the issuance of authorities to construct and permits to operate certain types of portable equipment used for construction purposes (e.g., gasoline or diesel-powered engines used in conjunction with power generation, pumps, compressors, and cranes) unless such equipment complies with all applicable requirements of the “CAPCOA” Portable Equipment Registration Rule” or with all applicable requirements of the Statewide Portable Equipment Registration Program. This exemption is provided in BAAQMD Rule 2-1-105.**
- b) **Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) shall be performed for such equipment used continuously during the construction period.**

Demolition may also result in airborne entrainment of asbestos, a toxic air contaminant, particularly where structures built prior to 1980, such as the existing building on the project site, are being demolished. However, construction and demolition activities would not result in the release of any naturally-occurring asbestos due to soil composition and underlying geologic formations.² As required for all development

² Land/Marine Geotechnics, *Geotechnical Investigation: St. John’s Episcopal Church Entry Road, Bridge Parking and New Sanctuary, Oakland, California*, May 2005.

projects involving demolition of existing buildings, the project applicant would be required to implement and comply with the following uniformly-applied standard condition of approval, which would help reduce the potential for public health hazards associated with airborne asbestos fibers or lead dust to a less than significant level:

STANDARD CONDITION AQ-3: If asbestos-containing material (ACM) are found to be present in building materials to be removed, demolished or disposed of, the project applicant shall submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and professions Code; Division 3; California Health and Safety Code 25915-25919.7; and BAAQMD, Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing), as may be amended.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
<u>Operational Impacts</u>					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Contribute to CO concentrations exceeding the State AAQS of 9 ppm averaged over 8 hours and 20 ppm for 1 hour. Pursuant to BAAQMD, localized carbon monoxide concentrations should be estimated for projects in which (1) vehicle emissions of CO would exceed 550 lb/day; (2) intersections or roadway links would decline to LOS E or F; (3) intersections operating at LOS E or F will have reduced LOS; or (4) traffic volume increase on nearby roadways by 10% or more unless the increase in traffic volume is less than 100 vehicles per hour?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Result in total emissions of ROG, NOx, or PM10 of 15 tons per year or greater, or 80 pounds (36 kilograms) per day or greater. The Port of Oakland maintains PM10 and PM2.5 monitoring stations in West Oakland and data from these stations should be obtained and used?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of questions (a), (b), (d), (f) and (g):

After construction of the project, and the eventual construction of the Phase 2 Sanctuary, the projected increase in traffic volume is two vehicle trips during the weekday peak hour.³ This small increase in peak hour traffic would generate criteria pollutant levels far below the significance criterion (g) (specifically, 80 lbs./day), which are the thresholds identified by the BAAQMD. Therefore, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

³ Dowling Associates, Inc., *Traffic Study – Renovation at St. John's Episcopal Church, Oakland*, April 9, 2007.

The small increase in peak hour traffic would also affect localized carbon monoxide (CO) concentrations at nearby intersections. However, CO levels have been declining for a number of years and are expected to continue to do so in the future, and the relatively few trips that the project would generate would not likely exceed the state CO standard at any local intersection.

As a result, the project would not expose sensitive receptors to substantial pollutant concentrations. The impact would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
<u>Cumulative Impacts</u>					
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k) A project's contribution to cumulative impacts is considered "considerable" (i.e., significant) when the project results in any individually significant impact?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l) Result in a fundamental conflict with the local general plan, when the general plan is consistent with the regional air quality plan? When the general plan fundamentally conflicts with the regional air quality plan, then if the contribution of the proposed project is cumulatively considerable when analyzed the impact to air quality should be considered significant?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of questions (c), (k) and (l)

The Bay Area is currently in non-attainment for state standards for PM-10 and PM-2.5, and for state and federal ozone standards.⁴ For any project that does not individually have significant operational air quality impacts, the determination of significant cumulative impact is based on an evaluation of the consistency of the project with the local general plan with the regional air quality plan. The proposed project would not require a General Plan Amendment, therefore, it would be considered to be consistent with the General plan of the City of Oakland. The General Plan is consistent with the recently adopted *2005 Bay Area Ozone Strategy*. Therefore, the project's effects are not considered cumulatively considerable, and are less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
e) Frequently create substantial objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁴ Ozone is not emitted directly into the atmosphere, but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving ROG and NOx. ROG and NOx are known as ozone precursors.

Discussion of Question (e):

The buildings on site are used for religious and community purposes. There are no uses that would generate objectionable odors currently on site, or as a result of the proposed project. Therefore, there is no impact.

h) Result in potential to expose persons to substantial levels of Toxic Air Contaminants (TAC), such that the probability of contracting cancer for the Maximally Exposed Individual (MEI) exceeds 10 in one million?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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i) Result in ground level concentrations of non-carcinogenic TACs such that the Hazard Index would be greater than 1 for the MEI?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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j) Result in a substantial increase in diesel emissions?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion of questions (h), (i) and (j):

As a religious institution with no commercial space, the project would generate a limited number of truck trips, and would not be expected to result in a substantial increase in emissions of diesel particulate, identified by the California Air Resources Board as a toxic air contaminant. No other substantial emissions of air contaminants would result from the proposed project uses. In light of this conclusion, project operation impacts regarding toxic air contaminants and diesel emissions on air quality would be less than significant.

Sources:

Bay Area Air Quality Management District, Regulation 7 – *Odorous Substances*, March 1982.

City of Oakland, Oakland General Plan *Land Use and Transportation (LUTE)* Element, June 1998, as amended.

Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plan*, December 1999.

Bay Area Air Quality Management District, *Air Quality Standards and Attainment*, July 2005.

Bay Area Air Quality Management District, *Bay Area 2005 Ozone Strategy*, January 4, 2006.

Dowling Associates, Inc., Traffic Study – Renovation at St. John's Episcopal Church, Oakland, April 9, 2007.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
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IV. BIOLOGICAL RESOURCES - - Would the project:

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

☒ ☐ ☐ ☐ ☐
Discussion of question (a):

A site inspection determined that suitable habitat for special-status plant or animal species is generally absent from the project site. The extent of past disturbance precludes the occurrence of any special-status plant species on the site. Similarly, the potential for the occurrence of special-status animal species is considered unlikely or remote. This includes the potential for the occurrence of the federally-threatened California red legged frog (*Rana aurora draytonii*). There is, however, a remote possibility that individual frogs could move along the creek corridor and enter the site, and could be injured or destroyed during construction. For this reason, the project could have a potentially significant impact on special-status species; therefore, impacts associated with such special status species will be evaluated in greater detail in the EIR.

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

☐ ☐ ☐ ☒ ☐
Discussion of question (b):

As determined during the site inspection, the project site does not support any riparian habitat or other sensitive natural community types identified in local or regional plans, policies, regulations or by the California Department of Fish and Game. Most of the existing tree, shrub and groundcover along the creek and remainder of the site consists of non-native species. The mature native cottonwood located near the proposed footings of the new bridge does not constitute a sensitive natural community type. Thus, no impact on sensitive natural communities would occur.

c) Have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means?

☒ ☐ ☐ ☐ ☐
Discussion of question (c):

Temescal Creek is a regulated waterbody, and any modifications to the bed or bank would be subject to authorization from the U.S. Army Corps of Engineers, the California Regional Water Quality Control Board, and California Department of Fish and Game. As determined during the site inspection, wetlands are absent along the creek channel, but the active channel is a regulated "other waters of the U.S." Construction in or near the active creek channel would alter existing conditions, and must be carefully controlled to ensure that no degradation of downstream waters occurs as a result of construction. The proposed restoration and bridge improvements would be subject to review and approval by the regulatory agencies. For this reason, the project could have a potentially significant impact on jurisdictional waters, and this issue will be evaluated in greater detail in the EIR.

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

☒ ☐ ☐ ☐ ☐

Discussion of question (d):

Although existing habitat values on the site are relatively low due to the dominance by non-native species, the Temescal Creek channel does serve as a movement corridor for wildlife. The impact associated with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or with the use of native wildlife nursery sites will be further studied in the EIR.

e) Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan?

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Discussion of question (e):

The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. No adopted conservation plans encompass the site or vicinity, so no impact would occur.

f) Fundamentally conflict with the City of Oakland Tree Preservation and Removal Ordinance (Oakland Municipal Code (OMC) Chapter 12.36) by removal of protected trees under certain circumstances? Factors to be considered in determining significance include: The number, type, size, location and condition of (a) the protected trees to be removed and/or impacted by construction and (b) the protected trees to remain, with special consideration given to native trees.

Protected trees include the following: *Quercus agrifolia* (California or coast live oak) measuring four inches diameter at breast height (dbh) or larger, and any other tree measuring nine inches dbh or larger except eucalyptus and *pinus radiata* (Monterey pine); provided, however, that Monterey pine trees on City property and in development-related situations where more than five Monterey pine trees per acre are proposed to be removed are considered to be Protected trees.

☒ ☐ ☐ ☐ ☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
g) Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources. Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether there is substantial degradation of riparian and aquatic habitat through: (a) discharging a substantial amount of pollutants into a creek; (b) significantly modifying the natural flow of the water; (c) depositing substantial amounts of new material into a creek or causing substantial bank erosion or instability; or (d) adversely impacting the riparian corridor by significantly altering vegetation or wildlife habitat?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of questions (f) and (g):

The proposed project includes an application for a tree removal permit as required under the City of Oakland Tree Preservation and Removal Ordinance. As indicated in the project description, an estimated 44 protected trees would be removed as part of the project. This has therefore been identified as a potentially significant impact, and this issue will be evaluated in greater detail in the EIR.

Although the project is significantly modifying the natural water flow in the creek, the proposed modifications include the replacement of removed trees with native plant species, restoration of natural habitat and bank stabilization, all of which will significantly improve the creek corridor and natural creek flow. While the overall design and intent is to improve the existing habitat values of the creek corridor on the site, substantial modifications to the existing degraded condition of the creek would occur as part of the project and this issue will be evaluated in greater detail in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
V. CULTURAL RESOURCES -- Would the project?					

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5. Specifically, a substantial adverse change includes physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be “materially impaired.” The significance of an historical resource is “materially impaired” when a project demolishes or materially alters, in an adverse manner, those physical characteristics of the resource that convey its historical significance and that justify its inclusion on, or eligibility for inclusion on an historical resource list (including the California Register of Historical Resources, the National Register of Historical Resources, Local Register, or historical resources survey form (DPR Form 523) with a rating of 1-5)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion of question (a):

According to the City's Parcel Historic Data, there are no historic resources as defined by CEQA Guidelines §15064.5 on the project site, including the single-family home (5928 Thornhill Drive).

Therefore, the project would have no impact on their significance as an historical resource nor would the project materially alter any of their physical characteristics as to impact their eligibility or justification for potential inclusion on an historical resource list.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

☐ ☐ ☐ ☐ ☒

Discussion of question (b):

The project site is located within a developed area that has been previously disturbed through construction. However, there remains the potential for unidentified buried archaeological remains to be present at the site. Buried archaeological remains such as prehistoric midden deposits, flaked and ground stone artifacts, bone, shell, building foundations and walls, and other buried cultural resource materials could be damaged during excavation and other construction activities. Therefore, the potential exists for disturbance of archaeological resources (as identified in CEQA Guidelines Section 15064.4 or CEQA Section 21803(g)), which could cause substantial adverse change to the significance of such resources, thereby resulting in a significant impact. Accordingly, the project would be required to implement and comply with the following uniformly-applied standard condition of approval, and implementation of this standard condition would reduce the impact from potential discovery of subsurface cultural resources to less than significant.

STANDARD CONDITION CUL-1 (Archaeological Resources):

On-going throughout demolition, grading, and/or construction

- a) Pursuant to CEQA Guidelines section 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Oakland. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.
- b) In considering any suggested measure proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the project applicant shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while measure for historical resources or unique archaeological resources is carried out.
- c) Should an archaeological artifact or feature be discovered on-site during project construction, all activities within a 50-foot radius of the find would be halted until the findings can be fully investigated by a qualified archaeologist to evaluate the find and assess the significance of the find according to the CEQA definition of a historical or unique archaeological resource. If the deposit is determined to be significant, the project applicant and the qualified archaeologist shall meet to determine the appropriate avoidance measures or other appropriate measure, subject to approval by the City of Oakland, which shall assure implementation of appropriate measure measures

recommended by the archaeologist. Should archaeologically-significant materials be recovered, the qualified archaeologist shall recommend appropriate analysis and treatment, and shall prepare a report on the findings for submittal to the Northwest Information Center.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of question (c):

Paleontologic resources are the fossilized evidence of past life found in the geologic record. Despite the tremendous volume of sedimentary rock deposits preserved worldwide, and the enormous number of organisms that have lived through time, preservation of plant or animal remains is an extremely rare occurrence. Because of the infrequency of fossil preservation, fossils – particularly vertebrate fossils – are considered to be nonrenewable resources. Because of their rarity, and the scientific information they can provide, fossils are highly significant records of ancient life.

Given the relatively shallow grading activity associated with the parking lot, it is unlikely that fossils would be unearthed, however because significant fossil discoveries can be made even in areas of low sensitivity the potential for a significant effect remains. Accordingly, the project would be required to implement and comply with the following uniformly-applied standard condition of approval, and implementation of this standard condition would reduce the impact from potential discovery of paleontological resources to less than significant.

STANDARD CONDITION CUL-2: In the event of an unanticipated discovery of a paleontological resource during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards (SVP 1995,1996)). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in Section 15064.5 of the CEQA Guidelines. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of question (d):

While it is unlikely that human remains would be encountered during project construction, the potential exists. In the event of the accidental discovery of any human remains, including those interred outside of

formal cemeteries, during project construction, the project would be required to implement and comply with the following uniformly-applied standard condition of approval, and implementation of this standard condition would reduce the impact from accidental discovery of human remains to less than significant.

STANDARD CONDITION CUL-3: In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
VI. GEOLOGY AND SOILS -- Would the project:					

a) Expose people or structures to substantial risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or Seismic Hazards Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publications 42 and 117 and PRC 82690 et. Seq.)?

☐ ☐ ☒ ☐ ☐

ii) Strong seismic ground shaking?

☐ ☐ ☐ ☐ ☒

iii) Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse?

☐ ☐ ☐ ☐ ☒

Discussion of questions (a.i, a.ii, a.iii, and iv)

The major active faults in the project area include the Hayward, Calaveras and San Andreas. For each of the active faults within 50 kilometers (km) of the site, the distance from the site and estimated maximum⁵⁶ Moment magnitude events are summarized in Table 1.

Table 1 Active Faults Within 50KM of Project Site

⁵ Moment magnitude is an energy –based scale and provides a physically meaningful measure of the size of a faulting event. Moment magnitude is directly related to average fault rupture area.

⁶ California Division of Mines and Geology, 1996, *probabilistic Seismic Hazard Assessment for the State of California*, CDMG Open-File Report 96-08.

Fault Segment	Approximate Distance from Site (km)	Direction from Site	Maximum Magnitude
Northern Hayward	0.7	Southwest	6.6
Hayward-Total	0.7	Southwest	7.1
Southern Hayward	6	Southeast	6.9
Mount Diablo Thrust	15	East	6.7
Northern Calaveras	16	East	7.0
Concord	21	Northeast	6.5
Southern Green Valley	27	North	6.5
Northern Greenville	28	Northeast	6.6
Rodgers Creek	30	North	7.1
San Andreas – 1906 Rupture	31	Southwest	7.9
San Andreas – Peninsula	31	Southwest	7.2
San Andreas – North Coast South	34	West	7.5

In 2002, the Working Group on California Earthquake Probabilities at the U.S. Geologic Survey predicted a 62 percent probability of a magnitude 6.7 or greater earthquake occurring in the San Francisco Bay Area by the year 2030.⁷

The liquefaction potential of soil layers on the project site (with the exception of the creek bed) are sufficiently dense or contain fine content such that they are not susceptible to liquefaction. As a result, the potential for lateral spreading and for sand boils and lurch cracking at the ground surface is nil. Soils within the creek bed are susceptible to strength loss during seismic shaking.

In accordance with standard City practices, complying with the California Building Code (CBC) standards, and incorporating a foundation design intended to minimize effects of ground shaking and seismically related ground failures, the applicant shall be required to submit an engineering analysis along with detailed engineering drawings to the Oakland Building Services Division prior to excavation, grading, or construction activities on the site. This is consistent with standard City of Oakland practices to ensure that all buildings are designed and built in conformance with the seismic requirements of the City of Oakland Building Code. The project sponsor will be required to submit an engineering analysis report along with detailed engineering drawings and relevant grading construction activities on the project site to address constraints and incorporate recommendations identified in the geotechnical investigations. In addition, the required submittals would ensure that the buildings are designed and constructed in conformance with the requirements of all applicable building code regulations, pursuant to standard City procedures. Considering that the proposed project would be constructed in conformance with the CBC and the City of Oakland Building Code, the risks of injury and structural damage from a known earthquake fault, ground shaking, or seismic-related ground failure would be reduced and the impacts would be less than significant. These requirements are imbedded in the following uniformly-applied standard condition of approval that would apply to the project.

STANDARD CONDITION GEO-1: A site-specific, design level, Landslide or Liquefaction geotechnical investigation for each construction site within the project area shall be required as part if this project and submitted for review and approval by the Building Services Division. Specifically:

⁷ Working Group on California Earthquake Probabilities (WGCEP), 2002, *Earthquake Probabilities in the San Francisco Bay region; 2000 to 2032 – A Summary of Findings*, Open File Report 99-517.

- a) Each investigation shall include an analysis of expected ground motions at the site from identified faults. The analyses shall be accordance with applicable City ordinances and polices, and consistent with the most recent version of the California Building Code, which requires structural design that can accommodate ground accelerations expected from identified faults.
- b) The investigations shall determine final design parameters for the walls, foundations, foundation slabs, surrounding related improvements, and infrastructure (utilities, roadways, parking lots, and sidewalks).
- c) The investigations shall be reviewed and approved by a registered geotechnical engineer. All recommendations by the project engineer, geotechnical engineer, shall be included in the final design, as approved by the City of Oakland.
- d) The geotechnical report shall include a map prepared by a land surveyor or civil engineer that shows all field work and location of the “No Build” zone. The map shall include a statement that the locations and limitations of the geologic features are accurate representations of said features as they exist on the ground, were placed on this map by the surveyor, the civil engineer or under their supervision, and are accurate to the best of their knowledge.
- e) Recommendations that are applicable to foundation design, earthwork, and site preparation that were prepared prior to or during the projects design phase, shall be incorporated in the project.
- f) Final seismic considerations for the site shall be submitted to and approved by the City of Oakland Building Services Division prior to commencement of the project.
- g) A peer review is required for the Geotechnical Report. Personnel reviewing the geologic report shall approve the report, reject it, or withhold approval pending the submission by the applicant or subdivider of further geologic and engineering studies to more adequately define active fault traces.
- h) Tentative Tract or Parcel Map approvals shall require, but not be limited to approval of the Geotechnical Report.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of question (a.iv):

Landsliding, liquefaction ground failures including lateral spreading (a.i through a.iii), soil subsidence, and soil collapse have been determined to be less than significant because the project design would do the following: incorporate foundation recommendations of a project geotechnical evaluation, comply with applicable City regulations and standard conditions of approval, be constructed to applicable CBC standards, and would incorporate the proposed measures to address potential liquefaction hazards. Thus, the potential impacts associated with landslides, would be less than significant.

- b) Result in substantial soil erosion or the loss of topsoil, creating substantial risks to life, property, or creek/waterways? ☐ ☐ ☒ ☐ ☐

Discussion of question (b):

The creek and proposed bridge area is subject to some existing soil erosion because of the silty clay, sand and gravel layers on the south side of the creek.⁸ These sandy soils are susceptible to erosion during seismic shaking. Existing erosion has resulted in a steep creek bank slope near the proposed west bridge abutment. The project proposes creek restoration activity, as described in the project description, which includes moving and regrading the slopes of the creek banks, leading to bank stabilization and habitat improvement. Creek bank instability would also be addressed in the design of the bridge and abutment walls. The bridge would have drilled pier foundations with vertical and lateral support from under potentially unstable soils. Abutment walls would be extended below an imaginary line inclined at 2.5 to 1 upwards from the creek bed.⁹

Southwest of the proposed sanctuary building is a hillside located at the edge of a regional landslide deposit. The hillside is subject to localized slope failures and ongoing downslope creep. However, based on a test boring on the hillside, the landsliding seems limited to approximately the upper ten feet of soil and rock. Installation of a site retaining wall would mitigate the risk of shallow landslide movements, and the additional subsurface drainage and support proposed would increase slope stability.¹⁰

Also, to minimize wind or water erosion on the site during construction or remediation activities that involve earthwork, the applicant shall be required, in accordance with standard City practices, to submit a construction period erosion control plan to the Building Services Division for approval prior to the issuance of grading and building permits, consistent with standard City practices. The plan shall be in effect for a period of time sufficient to stabilize the construction site throughout all phases of the project. Long-term erosion potential shall be addressed through installation of project landscaping and storm drainage facilities, both of which shall be designed to meet applicable regulations. Therefore, there would be a less-than-significant impact associated with soil erosion and/or loss of topsoil.

c) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as it may be revised), creating substantial risks to life or property?

☐ ☐ ☒ ☐ ☐

Discussion of question (c):

As noted above under criteria a.i through a.iii, a geotechnical investigation, as required by the City, would evaluate the subsurface soils and determine the appropriate foundation system to mitigate unstable soils as is standard practice for the industry.¹¹ In accordance with standard City practices, and in conformance with current codes and regulations, the project sponsor shall be required to submit detailed engineering drawings and materials to the Building Services Division prior to excavation, grading, or construction on the site. This measure would ensure that the building is designed and built in conformance with the requirements of the City of Oakland Building Code and the applicable provisions of the CBC. Therefore, the proposed project would not result in substantial risks to life or property due to unstable or expansive soil, and application of Standard Condition GEO-1 will reduce the potential impacts associated with these conditions to less than significant.

⁸ *Geotechnical Investigation, St John's Episcopal Church, Entry Road, Bridge, Parking and New Sanctuary*, Land/Marine Geotechnics, May 2005.

⁹ *Geotechnical Investigation*, May 2005.

¹⁰ *Geotechnical Investigation*, May 2005.

¹¹ *Geotechnical Investigation*, May 2005.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
d) Be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of question (d):

The project site is not located on a well, pit, swamp, mound, tank vault or unmarked sewer line.

e) Be located above landfills for which there is no approved closure and post-closure plan, or unknown fill soils, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion of question (e):

The north side of the existing parking lot was constructed on about 5 feet of fill, consisting of medium stiff clay and contains abundant rock fragments. An additional four feet of fill was found near the center of the proposed sanctuary addition site. This fill consists of medium dense clayey sand and medium stiff to silty clay fill.

As noted above under criteria a.i through a.iii, a geotechnical investigation, as required by the City, would evaluate the subsurface soils and determine the appropriate foundation system to mitigate unstable soils as is standard practice for the industry. In accordance with standard City practices, and in conformance with current codes and regulations, the project sponsor shall be required to submit detailed engineering drawings and materials to the Building Services Division prior to excavation, grading, or construction on the site. This measure would ensure that the building is designed and build in conformance with the requirements of the City of Oakland Building Code and the applicable provisions of the CBC. Therefore, the proposed project would not result in substantial risks to life or property due to construction on unstable fill, and application of Standard Condition GEO-1 will reduce the potential impacts associated with these conditions to less than significant.

f) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion of questions (f):

The church is currently connected and would continue to be connected to the existing central sewer system which provides wastewater collection service for the City of Oakland. Therefore, the project would not require any of the systems described.

VII. HAZARDS AND HAZARDOUS MATERIALS - -

Would the project:

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
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a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion of question (a):

As a religious institution, the project would not involve the routine transport, use storage, or disposal of hazardous materials, other than routine use of minor quantities of commercial products used in cleaning and maintenance of the buildings and potentially, pesticides and fertilizers for care of on-site landscaping. Also, the project would not produce emissions other than from natural gas for space and water heating. These materials and emissions would not pose a significant hazard, due to routine activities, to the public, including students or personnel at the adjacent Thornhill Elementary School.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would create a significant hazard to the public or the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion of questions (b), (c), and (d):

The construction of the 5,000 square foot addition to the Church's sanctuary, and the reconfiguration of the site parking and circulation will not create a significant hazard to the public or environment as there is no activity on the project site that would generate hazardous materials. Although the project site is adjacent to Thornhill Elementary School, the project would not emit hazardous emissions, nor handle hazardous materials. Lastly, the site is not on any list of any hazardous materials sites.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and would result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be located within the vicinity of a private airstrip, and would result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of (e) and (f):

The project site is not located within an airport land use plan. The closest airport is Oakland International, which is approximately 15 miles from the site. There are no private air strips near the project site.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion of (g):

Neither phase of the project would affect emergency response or an evacuation plan for the area. The improved site circulation and access would improve emergency egress from the church campus and would provide better emergency vehicle access to the project site.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion of (h):

The project is located within the City of Oakland Wildfire Fire Assessment District.¹² The new sanctuary addition would be required to comply with all applicable Fire Code and fire suppression systems, as routinely required by the City. Given the location of the site in the Wildfire Assessment District, the project would be required to implement and comply with the following uniformly-applied standard condition of approval and implementing recommendations (which are consistent with and include elements from the City' uniformly-applied standard conditions) that would reduce the potential adverse impacts of exposing people to wildfires, to less than significant.

STANDARD CONDITION HAZ-1: Vegetation Management Plan on Creekside Properties
Prior to issuance of a demolition, grading, and/or construction and Ongoing

- a) **The project applicant shall submit a vegetation management plan for review and approval by the Planning and Zoning Division, Fire Services Division, and Environmental Services Division of the Public Works Agency that includes, if deemed appropriate, the following measures:**

¹² <http://www.oaklandnet.com/wildfirePrevention/WildfirePreventionAssessmentDistrictMap.pdf> accessed on 12/26/07.

- i. Identify and leave "islands" of vegetation in order to prevent erosion and landslides and protect nesting habitat.
- ii. Leave at least 6 inches of vegetation on the site.
- iii. Trim tree branches from the ground up (limbing up) and leave tree canopy intact.
- iv. Leave stumps and roots from cut down trees to prevent erosion.
- v. Plant fire-appropriate, drought-tolerant, preferably native vegetation.
- vi. Err on the side of caution. If you don't know if a plant, tree or area is sensitive, ask for a second opinion before you cut.
- vii. Provide erosion and sediment control protection if cutting vegetation on a steep slope.

IX. Leave tall shrubbery at least 3-feet high.

X. Fence off sensitive plant habitats and creek areas to protect from goat grazing.

XI. Obtain a tree protection permit for a protected tree (includes all mature trees except eucalyptus and Monterey pine).

XII. Contact the City Tree Department (615-5850) for dead trees.

XIII. Do not clear-cut vegetation. This can lead to erosion and severe water quality problems and destroy important habitat.

XIV. Do not trim/prune branches that are larger than 4 inches in diameter.

XV. Do not dump cut vegetation in a creek.

XVI. Do not cut tall shrubbery to less than 3-feet high.

XVII. Do not cut off short vegetation (grasses, ground-cover) to less than 6-inches high.

STANDARD CONDITION HAZ-2: Fire Safety

Prior to and ongoing throughout demolition, grading, and/or construction

The project applicant and construction contractor will ensure that during project construction, all construction vehicles and equipment will be fitted with spark arrestors to minimize accidental ignition of dry construction debris and surrounding dry vegetation.

VIII. HYDROLOGY AND WATER QUALITY - - Would the project:

a) Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local

Potentially Significant <u>Impact</u>	Potentially Significant Unless Mitigation <u>Incorporated</u>	Less Than Significant <u>Impact</u>	No <u>Impact</u>	Less Than Significant with Development <u>Standards</u>
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groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

☐ ☐ ☒ ☐ ☐

Discussion of (a) and (b):

Hazardous materials associated with construction activities are likely to involve minor quantities of paint, solvents, oil and grease and petroleum hydrocarbons. Storage and use of hazardous materials at the project site during construction activities would comply with best management practices (BMPs) as required by the City of Oakland and Alameda County stormwater quality protection requirements, which would reduce potential impacts to groundwater quality associated with spills or leaks of hazardous materials used routinely during construction activities to a less-than-significant level.

In accordance with standard City practices, the project sponsor shall be required to comply with all applicable regulatory standards and regulations pertaining to potential contaminants and to project-related grading and excavation prior to issuance of grading and building permits (see Section VI, *Geology and Soils*). Therefore, the project would not result in significant impacts on water quality or on groundwater supplies.

c) Result in substantial erosion or siltation on- or off-site that would affect the quality of receiving waters?

☐ ☐ ☐ ☐ ☒

d) Result in substantial flooding on- or off-site?

☐ ☐ ☒ ☐ ☐

e) Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems?

☐ ☐ ☐ ☐ ☒

f) Create or contribute substantial runoff which would be an additional source of polluted runoff?

☐ ☐ ☐ ☐ ☒

g) Otherwise substantially degrade water quality?

☐ ☐ ☐ ☐ ☒

Discussion of (c) through (g):

Under current conditions, approximately 33 percent of the 136,300 square foot (3.13-acre) site is covered by the existing structures and paving. With removal of the existing house, and construction of the Sanctuary addition, the total impervious area would increase from 44,745 square feet to 51,640 square feet, which represents an increase of 13 percent of impervious surface. Because the site is currently developed primarily with impervious surfaces, the proposed project would not significantly alter the pattern or volume of surface runoff, compared to existing conditions. Also, stormwater discharges from the site are not expected to significantly increase or result in substantial erosion or flooding onsite or offsite, since as noted, the project would not significantly increase the amount of impervious surface onsite. The project is not located in a 100-year floodplain zone, according to the Federal Emergency Management Agency (FEMA), and is therefore subject to an annual flooding probability of less than one percent. Furthermore, the parking area will incorporate a new stormwater drainage system, which will retain stormwater on site, further reducing runoff volume generated on the project site, and allowing percolation into the ground as opposed to flowing into Temescal Creek.

In accordance with standard City practices, and in order to minimize any short-term (construction-related) or long-term impacts on surface water quantity or quality, the applicant shall be required to comply with applicable City standards and regulations designed to maintain water quality. The project would be

required to implement the following uniformly-applied standard conditions of approval which the City would apply to the project and that would reduce impacts regarding water quality to less than significant:

STANDARD CONDITION HYD-1: Stormwater Pollution Prevention Plan (SWPPP)

Prior to and ongoing throughout demolition, grading, and/or construction activities

The project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Planning and Zoning Division and the Building Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit a copy of the SWPPP and evidence of approval of the SWPPP by the SWRCB to the Building Services Division. Implementation of the SWPPP shall start with the commencement of construction and continue through the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.

STANDARD CONDITION HYD-2: Drainage Plan for Projects on Slopes Greater than 20%

Prior to issuance of building permit (or other construction-related permit)

The project drawings submitted for a building permit (or other construction-related permit) shall contain a drainage plan to be reviewed and approved by the Building Services Division. The drainage plan shall include measures to reduce the post-construction volume and velocity of stormwater runoff to the maximum extent practicable. Stormwater runoff shall not be augmented to adjacent properties or creeks. The drainage plan shall include and identify the following:

- i. All proposed impervious surface on the site;
- ii. Anticipated directional flows of on-site stormwater runoff;
- iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces;
- iv. Source control measures to limit the potential for stormwater pollution; and
- v. Stormwater treatment measures to remove pollutants from stormwater runoff.

STANDARD CONDITION HYD-3: Post-Construction Stormwater Pollution Management Plan
<http://www.cleanwaterprogram.com>

Prior to issuance of building permit (or other construction-related permit)

The applicant shall comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. The applicant shall submit with the application for a building permit (or other construction-related permit) a completed Stormwater Supplemental Form for the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater pollution management plan, for review and approval by the City, to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent practicable.

- a) The post-construction stormwater pollution management plan shall include and identify the following:
 - i. All proposed impervious surface on the site;
 - ii. Anticipated directional flows of on-site stormwater runoff; and

- iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces; and
 - iv. Source control measures to limit the potential for stormwater pollution; and
 - v. Stormwater treatment measures to remove pollutants from stormwater runoff.
- b) The following additional information shall be submitted with the post-construction stormwater pollution management plan:
- i. Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and
 - ii. Pollutant removal information demonstrating that any proposed manufactured/mechanical (i.e., non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable of removing the range of pollutants typically removed by landscape-based treatment measures.

All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater pollution management plan if he or she secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program.

Prior to final permit inspection

The applicant shall implement the approved stormwater pollution management plan.

STANDARD CONDITION HYD-4: Maintenance Agreement for Stormwater Treatment Measures

Prior to final zoning inspection

For projects incorporating stormwater treatment measures, the applicant shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit, which provides, in part, for the following:

- i. The applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and
- ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The agreement shall be recorded at the County Recorder's Office at the applicant's expense.

STANDARD CONDITION HYD-5: Erosion, Sedimentation, and Debris Control Measures

Prior to issuance of demolition, grading, or construction-related permit

The project applicant shall submit an erosion and sedimentation control plan for review and approval by the Building Services Division. All work shall incorporate all applicable "Best Management Practices (BMPs) for the construction industry, and as outlined in the Alameda Countywide Clean Water Program pamphlets, including BMP's for dust, erosion and sedimentation abatement per Chapter Section 15.04 of the Oakland Municipal Code. The measures shall include, but are not limited to, the following:

- a) On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the creek.

- b) In accordance with an approved erosion control plan, the project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent degradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected.**
- c) Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible.**
- d) All work in or near creek channels must be performed with hand tools and by a minimum number of people. Immediately upon completion of this work, soil must be repacked and native vegetation planted.**
- e) Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlets nearest to the creek side of the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding.**
- f) Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains.**
- g) Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek.**
- h) Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the storm drain system by the wind or in the event of a material spill. No hazardous waste material shall be stored on site.**
- i) Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.**
- j) Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.**
- k) Broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the creek.**
- l) All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Board (RWQB).**

- m) Temporary fencing is required for sites without existing fencing between the creek and the construction site and shall be placed along the side adjacent to construction (or both sides of the creek if applicable) at the maximum practical distance from the creek centerline. This area shall not be disturbed during construction without prior approval of Planning and Zoning.
- n) All erosion and sedimentation control measures shall be monitored regularly by the project applicant. The City may require erosion and sedimentation control measures to be inspected by a qualified environmental consultant (paid for by the project applicant) during or after rain events. If measures are insufficient to control sedimentation and erosion then the project applicant shall develop and implement additional and more effective measures immediately.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
h) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of question (h):

The project does not involve construction of housing.

i) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a substantial risk of loss, injury or death involving flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of questions (i) and (j):

Current 100-year flood elevations are contained within the existing Temescal Creek channel. The simulated maximum 100-year flood water surface elevation at the bridge location is no higher than 598 feet in elevation under existing channel geometry. The proposed free-spanning bridge decking and roadway are designed for a 600-foot elevation, and the bridge footings are located outside of and above the 100-year flood water surface.¹³ Therefore, as designed, the proposed bridge would be outside of the 100-year flood hazard area, and would not be exposed to substantial risk of loss, injury or death involving flooding. The impact is less than significant.

¹³ Kamman Hydrology & Engineering, Inc., *Bridge Design review: St. John's Episcopal Church, Oakland, CA*. June 28, 2007.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
k) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of questions (k):

The project site is not within proximity of large water bodies in which seiches or tsunamis could be generated. The Phase 2 sanctuary site is located adjacent to a hillside which is located to the toe of a large regional landslide deposit.¹⁴ The proposed building could be exposed to mudflows from the hillside during periods of heavy rain. At the time that the Church decides to proceed with the Phase 2 sanctuary, detailed plans would be developed, including the design of a site retaining wall which would help stabilize the hill, and which would be designed with freeboard to provide an area to catch mud and debris in the event of an upslope mudflow. The freeboard would be designed so that it can be cleaned out if mudflow occurs. In addition, the condition of the trees on the hillside, which are leaning as a result of hillside movement, will be evaluated for stability and if found to be unstable, the hillside would be re-landscaped in order to stabilize the hill. By incorporating these design and evaluation steps, the risk of mudflow inundation is less than significant.

- l) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course, or increasing the rate or amount of flow, of a Creek, river or stream in a manner that would result in substantial erosion, siltation, or flooding, both on- or off-site?

☒ ☐ ☐ ☐ ☐
Discussion of question (l):

Impacts associated with the existing drainage pattern, including alteration of the creek course or creek flow, will be further addressed in the EIR.

- m) Fundamentally conflict with elements of the City of Oakland Creek Protection (OMC Chapter 13.16) ordinance intended to protect hydrologic resources. Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether there is substantial degradation of water quality through (a) discharging a substantial amount of pollutants into creek; (b) significantly modifying the natural flow of the water or capacity; (c) depositing substantial amounts of new material into a creek or causing substantial bank erosion or instability; or (d) substantially endangering public or private property or threatening public health or safety?

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Discussion of question (m):

Impacts associated with protecting hydrologic resources through the City of Oakland Creek Protection ordinance will be further addressed in the EIR.

¹⁴ Land/Marine Geotechnics, *Geotechnical Investigation, St. John's Episcopal Church, Entry Road, Bridge, Parking and New Sanctuary*. May 2005.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
IX. LAND USE AND PLANNING – Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a fundamental conflict between adjacent or nearby land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Fundamentally conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of questions (a), (b), (c), and (d):

Neither phase of the proposed project would change the existing use of the site as a religious institution. The proposed project would not divide an established community; result in fundamental conflict between adjacent land uses, or conflict with relevant plans and policies, as the existing General Plan designation and Zone remain unchanged. There are no habitat or conservation plans within the project area. Therefore, there are no land use impacts associated with the project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
X. MINERAL RESOURCES -- Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of questions (a) and (b):

The project site, located in a residential area, and is paved and developed with buildings. The project site has no known existing mineral resources. The project would not require quarrying, mining, dredging, or extraction of locally important mineral resources on site, nor would it deplete any nonrenewable natural resource. Therefore, the project would not impact any mineral resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
XI. NOISE -- Would the project result in:					
a) Exposure of persons to or generate noise levels in excess of standards established in the Oakland general plan or applicable standards of other agencies (e.g., OSHA)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding operational noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Generate interior Ldn or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Result in a 5dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Conflicts with state land use compatibility guidelines for all specified land uses for determination of acceptability of noise (Source: State of California, Governor's Office of Planning and Research, General Plan Guidelines, 2003)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of question (a), (b) and (f) through (h):

Both phases of the project involve improvements to operational elements of the St. John's campus. Neither phase would result in exposing persons to, or generating noise levels over existing conditions which are primarily associated with traffic on Thornhill Drive (which is below the 60 Ldn¹⁵ contour as shown on Figure 2, Roadway Contour map in the *City of Oakland Noise Element*), Church services and associated activities, and use of the campus for Thornhill Elementary School drop-off and pick-up activities. The new parking area and driveway are 45 feet from the existing house at 5940 Thornhill Drive, and 15 feet from the house owned by the Church at 5914 Thornhill Drive. Given the slow speed of automobiles using the proposed Thornhill Drive access, the primary noise generation factor would be idling and accelerating engines from automobiles entering and leaving the site. Noise from ingress, parking and egress currently affects the same two dwellings from the existing parking lot, therefore the proposed changes from Phase 1 of the project would not be significant.

¹⁵ Sound pressure is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 dB to 140 dB corresponding to the threshold of pain. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Owing to the vibration in sensitivity of the human ear to various frequencies, sound is "weighted" to emphasize frequencies to which the ear is more sensitive, in a method known as A-weighting and expressed in units of A-weighted decibels (dBA). The L_{eq} is the constant sound level, which would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period). The day-night noise level (DNL) is an average 24-hour noise level that accounts for the greater sensitivity of most people to nighttime noise by giving greater weight to nighttime noise.

Construction of the new sanctuary building under Phase 2 is projected to generate an additional 2 peak hour vehicle trips during the weekday and 22 vehicle trips on Sundays, which would be spread out over the three standard service times amounting to roughly 7 vehicles per service. Generally, traffic must double in volume to produce noticeable permanent increase in noise levels. The existing peak hour traffic on Sunday was observed to be 35 vehicles, therefore the additional traffic generated by Phase 2 would not generate a significant increase in noise levels. The new sanctuary building would also include a cupola with bell. The bell would not increase noise levels in the project area because it would replace the existing bell located in the existing sanctuary building.

Due to the nature of both phases of the project, there are no increases in operational noise over existing conditions. Therefore, there would be no impact.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
c) Violate the City of Oakland Noise Ordinance (Oakland Planning Section 17.120.050) regarding construction noise, except if an acoustical analysis is preformed and all noise – related Standard Conditions of Approval imposed: During the hours of 7 p.m. to 7 a.m. on weekdays and 8 p.m. to 9 a.m. on weekends and federal holidays, will noise levels received by any land use from construction or demolition exceed the applicable nighttime operational noise level standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Violates the City of Oakland Noise Ordinance (Oakland Municipal Code Section 8.18.020) regarding nuisance of persistent construction-related noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of question (c) and (d):

Construction activities would intermittently and temporarily generate noise levels above existing ambient levels in the project vicinity. During the construction period, a wide variety of construction and demolition equipment would be used, and material would be transported to and from the site by truck. These activities would intermittently and temporarily increase ambient noise levels in the project vicinity over the duration of construction. Construction-related noise levels at and near locations on the project site would fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. The effect of construction noise would depend upon the level of construction activity on a given day and the related noise generated by that activity, the distance between construction activities and the nearest noise-sensitive uses, and the existing noise levels at those uses. As would be required for all construction projects in Oakland, the project shall implement and comply with the following uniformly-applied standard conditions throughout the duration of construction activity:

STANDARD CONDITION NOISE-1: Days/Hours of Construction Operation

The project applicant shall require construction contractors to limit standard construction activities as follows:

- a) Construction activities are limited to between 7:00 AM and 7:00 PM Monday through Friday, except that pile driving and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.
- b) Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require

- more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division.
- c) Construction activity shall not occur on Saturdays, with the following possible exceptions:
 - i. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division.
 - ii. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed.
 - d) No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions.
 - e) No construction activity shall take place on Sundays or Federal holidays.
 - f) Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.
 - g) Applicant shall use temporary power poles instead of generators where feasible.

STANDARD CONDITION NOISE-2: Noise Control

Ongoing throughout demolition, grading, and/or construction

To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Planning and Zoning Division and the Building Services Division review and approval, which includes the following measures:

- a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).
- b) Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.

- d) The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.

STANDARD CONDITION NOISE-3: Pile Driving and Other Extreme Noise Generators
Ongoing throughout demolition, grading, and/or construction

To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. The criterion for approving the plan shall be a determination that maximum feasible noise attenuation will be achieved. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of implementing the following measures. These attenuation measures shall include as many of the following control strategies as applicable to the site and construction activity:

- a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;
- b) Implement “quiet” pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;
- c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;
- d) Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and
- e) Monitor the effectiveness of noise attenuation measures by taking noise measurements.

STANDARD CONDITION NOISE-4: Noise Compliant Procedures
Ongoing throughout demolition, grading, and/or construction

Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:

- a) A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours);
- b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor’s telephone numbers (during regular construction hours and off-hours);

- c) The designation of an on-site construction complaint and enforcement manager for the project;
- d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and
- e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

Implementation of Standard Conditions Noise-1 through Noise-4 would reduce construction noise levels from the project to the extent feasible, and thus project construction impacts would be considered less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
e) Create a vibration which is perceptible without instruments by the average person at or beyond any lot line containing vibration-causing activities not associated with motor vehicles, trains, and temporary construction or demolition work, except activities located within the (a) M-40 zone or (b) M-30 zone more than 400 feet from any legally occupied residential property (Oakland Planning Code Section 17.120.060)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of question (e):

Project construction activities could result in temporary vibration typical of activities and equipment used for site preparation and construction of the bridge. The project would not involve activities that would involve severe vibration, such as pile driving. As previously noted, there are no vibration impacts associated with the project.

i) Be located within an airport land use plan and would expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Be located within the vicinity of a private airstrip, and would expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of questions (i) and (j):

The proposed site is not located within two miles of a public airport, or in the vicinity of a private airstrip. The closest public airport is the Oakland International Airport located approximately 15 miles south of the project site. Therefore, the project would not expose persons residing at the project site to excessive noise levels as a result of proximity to an airport or land strip. No impact would occur.

Sources: Oakland General Plan, Noise Element, June 2005.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
XII. POPULATION AND HOUSING -- Would the project:					
a) Induce substantial population growth in a manner not contemplated in the General Plan either directly (for example by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure), such that additional infrastructure is required but the impacts of such were not previously considered or analyzed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of questions (a) through (c):

Both phases of the project would not result in the generation of any new housing units, or jobs that would contribute to population growth. Therefore, there would be no impact.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
XIII. PUBLIC SERVICES - - Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:					
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of question (a):

Neither phase of the project would result in the provision of new or physically altered governmental facilities. Phase 1 of the project will result in improved emergency vehicle access, which under current conditions, is constrained by the slope and angle of access on Gouldin Road. Therefore, there are no impacts.

XIV. RECREATION - - Would the project:

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

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion of questions (a) and (b):

The project would not generate any use of neighborhood or regional parks, nor would either phase include recreational facilities. Therefore, there are no impacts to recreation facilities.

XV. TRANSPORTATION/TRAFFIC - - Would the project:

a) Cause an increase in traffic which is substantial in relation to the traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections), or change the condition of an existing street (i.e., street closures, changing direction of travel) in a manner that would substantially impact access or traffic load capacity of the street system? Specifically:

i) At a study, signalized intersection which is located outside the Downtown area, the project would cause the level of service (LOS) to degrade to worse than LOS D (i.e., E)?

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with/ Development Standards
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ii) At a study, signalized intersection which is located within the Downtown area, the project would cause the LOS to degrade to worse than LOS E (i.e., F)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion of questions (a.i) and (a.ii):

The project would generate only two additional weekday and 25 additional Sunday peak hour trips. The additional trips generated during the weekday AM and PM peak hours would be very small and would have a less-than-significant impact on nearby intersections outside of the Downtown area. Because the project would not be located in a Downtown area, signalized intersections located within the Downtown area would not be affected.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
iii) At a study, signalized intersection outside the Downtown area where the level of service is LOS E, the project would cause the total intersection average vehicle delay to increase by four (4) or more seconds, or degrade to worse than LOS E (i.e., F)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) At a study, signalized intersection for all areas where the level of service is LOS E, the project would cause an increase in the average delay for any of the critical movements of six (6) seconds or more, or degrade to worse than LOS E (i.e., F),	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v) At a study, signalized intersection for all areas where the level of service is LOS F, the project would cause (a) the total intersection average vehicle delay to increase by two (2) or more seconds, or (b) an increase in average delay for any of the critical movements of four (4) seconds or more; or (c) the volume-to-capacity ("V/C") ratio exceeds three (3) percent (but only if the delay values cannot be measured accurately)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of questions (a.iii) through (a.v):

Impacts associated with intersection average vehicle delay at signalized intersections would be considered less than significant, since the project contribution to traffic at the signalized intersections in the project vicinity would be less than two trips during each of the weekday peak hours and 25 trips during the Sunday peak hour.

vi) At a study, unsignalized intersection, the project would add ten (10) or more vehicles and after project completion satisfy the Caltrans peak hour volume warrant?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion of question (a.vi):

During the Sunday peak hour, when the additional trips generated by the project would be greatest at 25 trips, the unsignalized intersections serving the project site currently operate at LOS B. Based on traffic counts conducted in March 2007, the peak hour volumes would not satisfy Caltrans signal warrants. Therefore, the additional trips generated would have a less-than-significant impact.

b) A project's contribution to cumulative impacts is considered "considerable" (i.e., significant) when the project results in a

substantial increase in traffic. More specifically, the project must exceed at least one of the intersection-related thresholds listed above in threshold #i through #vi above for cumulative 2015 and 2030 conditions.

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Discussion of question (b):

The project would generate an additional two trips during the weekday morning and evening peak hours and an additional 25 trips during the Sunday peak hour. This amount of traffic would not be considered a substantial increase in traffic. During the Sunday peak hour, the unsignalized intersections currently serving the project site operate at LOS B. Therefore, a less-than-significant impact would occur.

c) Cause a roadway segment on the Metropolitan transportation System to operate at LOS F or increase the V/C ratio by more than 3% for a roadway segment that would operate at LOS F without the project?

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Discussion of question (c):

Because the project is not located on a roadway segment on the Metropolitan Transportation System, there would be no impact on its LOS.

d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of question (d):

The project would not affect air traffic patterns. Therefore, no impact would occur.

e) Substantially increase hazards due to motor vehicles, bicycles, or pedestrians due to a design feature (e.g., sharp curves or dangerous intersections) that does not comply with Caltrans design standards or incompatible uses (e.g., farm equipment)?

☒ ☐ ☐ ☐ ☐

f) Result in less than two emergency access routes for streets exceeding 600 feet in length?

☒ ☐ ☐ ☐ ☐

g) Fundamentally conflict with adopted policies, plans, programs supporting alternative transportation (e.g. bus turnouts, bicycle routes)?

☒ ☐ ☐ ☐ ☐

Discussion of question (e) through (g):

Impacts associated with design of the project driveway and parking areas, including pedestrian safety and alternative transportation infrastructure will be further studied in the EIR. Specifically, the use of the parking by the adjacent Thornhill Elementary School and pedestrian and bicycle circulation along Thornhill will be addressed.

h) Generate added transit ridership that would:

i) Increase the average ridership on AC Transit lines by three (3) percent at bus stops where the average load factor with the project in place would exceed 125% over a peak thirty minute period?

☐ ☐ ☐ ☒ ☐

ii) Increase the peak hour average ridership on BART by three (3) percent where the passenger volume would exceed the standing capacity of BART trains?

☐ ☐ ☐ ☒ ☐

iii) Increase the peak hour average ridership at a BART station by three (3) percent where average waiting time at fare gates would exceed one minute?

☐ ☐ ☐ ☒ ☐
Discussion of question (h):

The project would not significantly impact transit ridership. Therefore, no impact would occur.

XVI. UTILITIES AND SERVICE SYSTEMS - - Would the project:

a) Exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board?

☐ ☐ ☐ ☒ ☐

d) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new wastewater treatment facilities or expansion of existing facilities, construction of which could cause significant environmental effects?

☐ ☐ ☒ ☐ ☐

e) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs and require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects?

☐ ☐ ☐ ☒ ☐

f) Violate applicable federal, state, and local statutes and regulations related to solid waste?

☐ ☐ ☐ ☐ ☒

g) Violate applicable federal, state and local statutes and regulations relating to energy standards?

☐ ☐ ☐ ☒ ☐

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
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Discussion of questions (a) and (d) through (g):

The project site is located in an urban area already served by utilities and service systems. The Community services Analysis, prepared for the Land Use and Transportation Element (LUTE) of the General Plan stated that future in-fill development through the General Plan horizon year of 2015 would not be likely to exceed the capacity of existing utilities and service systems.

Phase 1 of the project would not result in increased generation of wastewater treatment, nor generate new solid waste. Phase 2 of the project could result in an increased attendance at church services, as projected in other sections of this report. Given the fact that the church is only heavily used once a week and on religious holidays, the potential increased demand would be insignificant. Neither phase of the project would violate any energy standards.

In accordance with standard City practices, and in order to minimize any short-term (construction-related) or long-term impacts on waste systems, including landfill capacity, the applicant shall be required to implement the following uniformly-applied standard conditions of approval, which the City would apply to the project and that would reduce impacts to waste systems to a less-than-significant level:

STANDARD CONDITION UTIL-1: Waste Reduction and Recycling

Prior to issuance of demolition, grading, or building permit

The project applicant will submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval by the Public Works Agency. The WRRP must specify the methods by which the development will divert C&D debris waste generated by the proposed project from landfill disposal in accordance with current City requirements. After approval of the plan, the project applicant shall implement the plan. On an on-going basis, the ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify the methods by which the development will meet the current diversion of solid waste generated by operation of the proposed project from landfill disposal in accordance with current City requirements. The proposed program shall be implemented and maintained for the duration of the proposed activity or facility. Changes to the plan may be re-submitted to the Environmental Services Division of the Public Works Agency for review and approval. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.

b) Require or result in construction of new storm water drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects?

☐ ☐ ☒ ☐ ☐

As noted in Section VIII, Hydrology and Water Quality, construction of both phases of the project would increase the amount of impervious surfaces by 13 percent compared to existing conditions. With the planned use of pervious surface areas and stormwater detention facilities on site, the overall volume would be less than the estimated increase. Given the minor increase in overall runoff volume, the amount would be negligible and would not require expansion of stormwater facilities.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant with Development Standards
c) Exceed water supplies available to serve the project from existing entitlements and resources, and require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of question (c):

Construction of Phase 1 and 2 of the project would entail additional use of minor amounts of water for the additional landscape areas and for the new sanctuary building, but would not exceed water supplies or require expansion of existing facilities.

h) Result in a determination by the energy provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion of questions (h):

The increased energy demand from the project would be associated with new parking lot lighting in Phase 1, and the new sanctuary building in Phase 2. The project would increase energy consumption at the project site, but not to a degree that would require construction or expansion of new facilities. The project demand would be typical for a project of this scope and nature and would meet or exceed current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the City of Oakland through its building permit review process. The project would have a less than significant impact regarding energy.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

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

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable"

means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion of questions (a) through (c):

Potential mandatory findings of significance impacts will be addressed in the EIR.
