

**Lenhardt, Ryan**

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**From:** D'Anne White <dewhite@gmail.com>  
**Sent:** Wednesday, September 26, 2012 11:18 AM  
**To:** Lenhardt, Ryan  
**Subject:** Proposed project at 930 San Miguel Rd

RECEIVED  
SEP 26 2012  
PLANNING

Hello,

I'm writing to submit my comments on the proposed building of a church at 930 San Miguel Road. I would like to like the City of Concord to consider my comments against the proposal.

I am a resident at 3070 San Miguel Court. San Miguel Road is a two-lane road, with a significant portion of the road being narrow and winding. This portion of the road is already somewhat treacherous to bicycle and pedestrian traffic, and has no shoulder to accommodate any unusual traffic situations. The road simply cannot handle a significant increase in traffic, especially in an area that is already problematic. In addition, the proposed driveway that will cross the canal trail in order to access the site will have a dramatic impact on pedestrians and bicyclists using the canal trail. This will create a very dangerous situation, as this driveway will serve as the main access to the church and put any individual using the path in that area at risk. It will also create a virtual standstill to trail access during high use periods at the church.

Also of concern is the overall negative impact that increased noise, people, cars, and activity on the street will have on the quality of life in neighborhood. The San Miguel Road neighborhood is a quiet area consisting of single-family dwellings. I ask that you seek to preserve the land use of the area and deny the proposed church project on San Miguel.

Sincerely,  
D'Anne White  
3070 San Miguel Ct  
Concord, CA 94518  
925-360-5476

Sept. 26, 2012

City of Concord,

To: G. Ryan Lenhardt

RECEIVED

SEP 27 2012

PLANNING

No Development Needed on  
project 930 San Miguel Rd,  
parcel # 130-261-002.

No more traffic in Residential  
Areas Needed.  
STOP THE PROJECT

Thank you

Myers  
3041 San Miguel Ct  
Concord, Ca.

September 25, 2012

RECEIVED

SEP 28 2012

Dear Planning Commission,

PLANNING

I am forever against the St. Mina's Coptic Orthodox church being built on the San Miguel Road for the following reasons:

The impact on traffic on San Miguel will be extremely considerable, more than this small road can safely handle

The impact it will have on the small road going up to the property. By changing that small road, the wildlife environment will be altered forever

It WILL HAVE substantial adverse effect upon the neighbors in the area, both near and far. The increased traffic and crowds will cause a very stressful life

This property should not be used for commercial or religious purposes.

This area MUST stay zoned rural residential single family. There should be no exceptions.

Laurie Smith

**Lenhardt, Ryan**

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**From:** Richard Ercolino <rercolino@astound.net>  
**Sent:** Monday, October 01, 2012 10:05 AM  
**To:** Lenhardt, Ryan  
**Subject:** Coptic Orthodox church

RECEIVED  
OCT -1 2012  
PLANNING

Dear Mr. lenhardt,

I am writing this letter to you to voice my concern about the Church being built near my road. San Miguel Rd. is zoned as a single family Residential, minimum lot size is 20,000 square feet. If you have not been on San Miguel Rd. it is a two lane country road with trees on either side. The road is a winding road with trees on both sides and a creek on the other side, that goes down on 15 foot riven. Where are all the people going to park with only 90 parking spots. There is no parking on the road, what if they have a function with 600 people? At 7:00 AM to 9:AM we have traffic on the Road Because San Miguel is used as short cut from Monument Boulevard to Treat Boulevard this consist of mothers taking their kids to school in their SUV or contractors in their trucks going over speed bumps that have no effects on them slowing down.

Best Wishes.

Richard

Ercolino

**Lenhardt, Ryan**

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**From:** Christine A. Parupia <parupiaid@hotmail.com>  
**Sent:** Monday, October 01, 2012 10:41 PM  
**To:** Lenhardt, Ryan  
**Subject:** Proposed church project at 930 San Miguel rd., concord ca 94518

G. Ryan Lenhardt,  
I am opposed to the notice of intent to adopt a mitigated negative declaration, due to the increased traffic on via Montana's, San Miguel and the impact to the trail, nature and open space.

Thank you,  
Christine Parupia

RECEIVED  
OCT -1 2012  
PLANNING

9-27-12

RECEIVED

OCT 01 2012

PLANNING

DEAR MR. LENHARDT -

THIS LETTER IS IN REGARDS TO  
BUILDING A CHURCH AT '930 SAN  
MIGUEL RD.' IN CONCORD.

NO! NO!! NO!!!

WHY IN THE WORLD WOULD YOU APPROVE  
SOMETHING SO STUPID?!!

WE HAVE LIVED OFF SAN MIGUEL RD.  
FOR 18 WONDERFUL YEARS. WE LIVE  
HERE BECAUSE OF THE SECLUSION &  
PEACEFULNESS OF THE AREA.

WE DON'T NEED ANY MORE IDIOTS  
SPEEDING UP & DOWN SAN MIGUEL!!  
THE 'SPEED BUMPS' & 'CALMING' BUMPS  
DO NOTHING TO PREVENT THESE JERKS  
FROM FLYING DOWN SAN MIGUEL!!

WE HAVE SEEN THESE IDIOTS  
FLYING OVER THESE 'BUMPS' ON  
NUMEROUS OCCASIONS!! THE 'BUMPS'  
DO NOTHING TO SLOW DOWN TRAFFIC!!

WE DON'T NEED ANY MORE TRAFFIC  
ON THIS STREET !!

WE, ALSO, HAVE NUMEROUS  
WILDLIFE LIVING IN THIS AREA WHICH  
CROSS SAN MIGUEL DAY & NIGHT.

WE SEE THIS ON A REGULAR BASIS.

WE, ALSO, SEE ALL THE BEAUTIFUL  
DEER, RACOONS, SQUIRRELS, POSSUMS,  
SKUNKS & AN OCCASIONAL PET CAT  
SWIPE OUT ON SAN MIGUEL BECAUSE  
OF ALL THE JEERKS WHO DON'T KNOW  
HOW TO DRIVE & WHO CONTINUE  
SPEEDING DOWN THIS STREET !!

I GUESS THEY JUST DON'T KNOW  
OR DON'T CARE WHAT DEER CROSSING  
& 'SPEED BUMP' SIGNS MEAN !!

YOU COULD PUT UP 100 MORE  
ANIMAL CROSSING & 'SPEED BUMP'  
SIGNS, BUT BELIEVE ME — IT  
WOULDN'T DO ANY GOOD!! THESE  
IDIOTS SIMPLY DO NOT CARE!!

THIS, ALSO, INCLUDES ALL  
THE TREES THAT WILL BE DESTROYED  
IN THE BUILDING OF THIS CHURCH!

THEY ARE HOMES TO NUMEROUS  
BIRDS & SQUIRRELS!

DON'T WIPE OUT THEIR HOMES!!  
THIS IS SO CRUEL!! THERE, ALSO,  
MAY BE BABIES LIVING IN THOSE  
TREES!!

PLANTING NEW TREES — AFTER  
THE FACT — IS CARIBAGE! IT  
WON'T HELP THE BIRDS & ANIMALS  
CURRENTLY LIVING IN THESE TREES!!

PLEASE, BUILD THE CHURCH  
SOMEWHERE ELSE.. I CAN'T  
BELIEVE THERE IS NO BETTER PLACE  
TO BUILD IT!!

THIS BEAUTIFUL LAND & ITS  
ANIMALS & SURROUNDINGS HAVE  
BEEN HERE LONGER THAN ANY  
OF US!!

DOESN'T THAT ACCOUNT FOR  
ANYTHING?!

PLEASE, DON'T TAKE THAT AWAY  
FROM THEM - & US!!

LET'S NOT RUIN SOMETHING ELSE!!  
UNDER THESE CIRCUMSTANCES I'M  
SURE THE CHURCH BOARDS WOULDN'T  
MIND THE CHURCH BEING BUILT  
SOMEWHERE ELSE!

THERE ARE A LOT OF VACANT  
LOTS IN TOWN!

PLEASE, LOOK AROUND!!

THE LINCOLN FAMILY  
CORTE MIGUEL  
CONCORD, CA. 94518

Ken and Elena Myers  
2940 Lane Drive  
Concord, CA 94518  
925-254-72223

RECEIVED  
OCT 03 2012  
PLANNING

October 1, 2012

Subject: Proposed Coptic Church Project on San Miguel Rd

To: The City of Concord

We are opposed to the proposed church project as outlined in the Notice of Intent mailed to us by the city. This property is zoned for residential and the zoning should not be changed to allow this church. The addition of the church will have many negative affects to the community and is not necessary to build at this location.

Note: we are not opposed to the Coptic Church, just the location they have decided to build. They already have a Church in a fine place on Clayton Road, zoned properly for the purpose.

The church should not be built on San Miguel Rd for the following reasons:

1. The location would reduce the safety of the community.
  - a. The road leading to the church, San Miguel Rd, is a narrow, 2 lane road with several dangerous curves. Already there have been recent attempts to lower the speeds in this area by installing "traffic calming" speed bumps. There are little to no shoulder areas. *The road is not built for this increased traffic.*
  - b. The intersection of San Miguel and the Church driveway is at a curve and it is a very dangerous spot on the road. *Increased traffic would make matters worse.*
  - c. The driveway of the Church intersects the Contra Costa Canal Trail. Adding more traffic across this trail would greatly affect the safety of hundreds of hikers and bike riders that use the trail on a daily basis. Many of these people are small children.
2. The Church will bring more traffic to the quiet neighborhood.
  - a. Although San Miguel is considered a feeder between Treat Blvd and Monument Blvd, due to the winding, slow areas of the road, it is not all that well travelled. More traffic will bring more noise, more pollution and less safety.
  - b. Neighbors trying to feed onto San Miguel when Church traffic is heavy will be difficult. Imagine 100 extra cars feeding onto San Miguel and then trying to turn onto Treat Blvd at a stop sign or going the other way to Monument. There will be traffic tie-ups which will force drivers to use other residential routes. The problem will be like a virus, spreading into other residential areas.
  - c. Traffic is not just on Sundays; this is a daily occurrence and not just one time a day.
3. The Church will bring bright lights to the neighborhood with night basketball games, etc.
  - a. This is not just lights, but noise as children play after dark.
4. The Church will lower home values in the area.
  - a. We bought our home in a quiet, rural neighborhood. We would have never bought our home if there was a church across the street. Nor would we have bought it if there was a school there, or if there was a business there attracting 100s of customers. But, that is exactly what a church is. It is a business that attracts 100s of customers for school, play, prayer, and other events such as weddings.

- b. Who will pay for the lowered property values?
  - i. You might want to read this as "lawsuits are coming your way".
- 5. Make this a site for an annual festival attracting approximately 600 people? Please. Where will they park?
  - a. All roads near here are either private, such as Lane Drive, or are narrow without safe parking available in any significant numbers.
- 6. Why would the City of Concord even think about allowing the removal of a heritage tree that is still in good shape? If it was diseased or dying, sure, but for this project, NO!
- 7. The Church is not consistent with current city zoning. The Church should find a more suitable location. Why don't they build per the zoning for their parish?
- 8. What will widening the bridge over the canal and daily traffic do to the quality of the water carried in the canal? You really don't need to know the answer as it is obvious that it will negatively affect the water.

A church should be located on a main thoroughfare, not on a small, winding road in a residential community. We are not against building on the property, but the property owners need to build in accordance to the existing zoning. They need to understand and adhere to the rules and laws we live under. The neighborhood is against this project and the City of Concord needs to listen to the residential community they work for. This project needs to be stopped now.

Ken Myers



Elena Myers



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OCT - 4 2012

PLANNING

October 1, 2012

City of Concord  
Planning Division  
Att: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA 94519

Dear Mr. Lenhardt,

I have lived on San Miguel Court in Concord since 1985. I am concerned about the increase of traffic the proposed building of the "Church" located at 930 San Miguel Road, Concord will put on San Miguel Road.

San Miguel Road is the "last country road" in Concord. When the "Church" has one of its many events, the traffic on Treat Blvd. turning left onto San Miguel Road would have a major impact on Treat Blvd. The left turn lane holds only 4 cars. The remaining cars turning left would be backed up onto Treat Blvd. causing potential traffic problems. Once on San Miguel Road, the traffic would have to turn onto the access road serving the "Church" causing problems on San Miguel Road itself. Many cars leaving the "Church" at the same time would cause major traffic problems on San Miguel Road. San Miguel Road has speed bumps (traffic calming). Why would you want more traffic on a road you are trying to reduce traffic and speed?

Allowing many cars crossing the bike trail at one time would be dangerous to anyone using the trail.

Please consider all the harm the location of this proposed "Church" will cause to everyone who uses San Miguel Road as a main means of access to their residences.

Sincerely,



Judy Delucchi  
3031 San Miguel Court  
Concord, CA 94518

RECEIVED

September 27, 2012

OCT - 4 2012

PLANNING

To Whom it may concern:

My name is Janel Pelosi and I am a resident of 2910 Lane Drive, Concord CA. I am a very concerned resident about the proposed church on San Miguel Road. I have read of the impact study and absolutely disagree with the impact it will have on traffic. I have 3 children ages 6, 3 and 1 years old. We love accessing the trails for bike rides and walks however; San Miguel is literally like playing "frogger" with my children currently. There are blind turns, no sidewalks and people cutting through the neighborhood going 50+MPH. It is not a safe road and to open up our road to a 600 member congregation just does not make sense. How will you guard me and my children from the increase in speeders, road rage from the increased traffic, blind turns, etc. If you are stating that this church will not impact my families' safety then I would like a guarantee you will be held liable for any accident caused by this increase in traffic. Will you take on that risk? Please let me know when you will provide me and my fellow neighbors this guarantee. Secondly, the report provided was not an actual full EIR. This is the cheaper version and frankly an unacceptable substitute. How can the City of Concord even consider this site for anything other than a Single Family Residence? This property was zoned R-20 for a reason. I do recall the City also previously would not allow the former owner of the proposed site to build more than 4 homes due to the traffic and neighborhood impact. How can you completely disregard the decisions made by prior members of the planning commission? Nothing has change in this neighborhood to make the decision any different. It seems that the City of Concord has lost sight of "families first" and I am sure the former owner would love to learn they were treated different than the current owners.

I am requesting a response from every single member on the planning commission in regards to the increase in traffic and proof it will not devalue my home, create higher risks as a driver or as a hiker, biker, walker, and outdoorswoman. I am also requesting the City of Concord provide a formal traffic study for a 7 day period so we can have a true sample of the speed and current traffic on San Miguel. The proposed church also needs to pay for a formal EIR. All of these documents need to be distributed to all of the neighbors as well. It seems very few people are "in the know" and it seems this is an intention of the City. These are all reasonable requests and as a City of Concord small business owner, resident and tax payer....we deserve equal respect as well as due diligence. Please feel free to contact me to discuss further.

Regards,



JANEL PELOSI

925-408-8990

janelpelosi@gmail.com

Homeowner

Local Realtor

Taxpayer

Small Business Owner

Mother

## Lenhardt, Ryan

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**From:** Janel Pelosi <janelpelosi@gmail.com>  
**Sent:** Wednesday, October 24, 2012 8:55 PM  
**To:** Lenhardt, Ryan  
**Cc:** ron.leone@ci.concord.ca.us; william.shinn@ci.concord.ca.us; Coon, Mark; Barone, Valerie; Winer, Kay; mary.lehman@ci.concord.ca.us; Concord City Council; Johnson, Carol; mike@bayoakbenefits.com; janelpelosi@gmail.com; Pelosi John  
**Subject:** letter in regard St. Marys St Minas Coptic Church  
**Attachments:** LETTER TO CITY.pdf

I have been advised you have only received 6 letters to date. This sounds ridiculous to me since I have had 10+ neighbors that have sent me a copy of their letter. Please confirm receipt of my letter and verify how many responses you have received to date. I will also advise others to resend their letter via email as it seems you are not receiving letters via USPS.

I will also be sending a second letter in regards to the information provided from Ryan Lenhardt regarding correspondence between the City and Loving Campos.

*Janel Pelosi*

BHG Mason McDuffie  
[janelpelosi@gmail.com](mailto:janelpelosi@gmail.com)  
925-408-8990  
[www.janelpelosi.com](http://www.janelpelosi.com)  
DRE # 01456461

RECEIVED  
OCT 24 2012  
PLANNING

September 27, 2012

RECEIVED  
OCT 24 2012  
PLANNING

To Whom it may concern:

My name is Janel Pelosi and I am a resident of 2910 Lane Drive, Concord CA. I am a very concerned resident about the proposed church on San Miguel Road. I have read of the impact study and absolutely disagree with the impact it will have on traffic. I have 3 children ages 6, 3 and 1 years old. We love accessing the trails for bike rides and walks however; San Miguel is literally like playing "frogger" with my children currently. There are blind turns, no sidewalks and people cutting through the neighborhood going 50+MPH. It is not a safe road and to open up our road to a 600 member congregation just does not make sense. How will you guard me and my children from the increase in speeders, road rage from the increased traffic, blind turns, etc. If you are stating that this church will not impact my families' safety then I would like a guarantee you will be held liable for any accident caused by this increase in traffic. Will you take on that risk? Please let me know when you will provide me and my fellow neighbors this guarantee. Secondly, the report provided was not an actual full EIR. This is the cheaper version and frankly an unacceptable substitute. How can the City of Concord even consider this site for anything other than a Single Family Residence? This property was zoned R-20 for a reason. I do recall the City also previously would not allow the former owner of the proposed site to build more than 4 homes due to the traffic and neighborhood impact. How can you completely disregard the decisions made by prior members of the planning commission? Nothing has change in this neighborhood to make the decision any different. It seems that the City of Concord has lost sight of "families first" and I am sure the former owner would love to learn they were treated different than the current owners.

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Regards,

JANEL PELOSI

925-408-8990  
janelpelosi@gmail.com  
Homeowner  
Local Realtor  
Taxpayer  
Small Business Owner  
Mother

October 1, 2012

FROM FRIENDS OF SAN MIGUEL ROAD

TO: CITY OF CONCORD

ATTN: G. RYAN LENHARDT

1950 PARKSIDE DRIVE

CONCORD, CA 94519

RECEIVED

OCT - 4 2012

PLANNING

Dear Sir:

This is in regard to the "proposed" church project off San Miguel Road. I am amazed that you are trying to put this project through AGAIN !!

Thanks to the City of Concord, San Miguel Road has become a BUSY thoroughfare. Once the people found out that by taking San Miguel Road you can miss all the stops on Monument Blvd. and a straight access to BART, Treat Blvd., and all the nearby schools, it became busier each day. I have lived on Lane Drive for 51 years and at times it is impossible to exit or enter. Now you are proposing MORE cars?

The "Calming Areas" just don't work at all. No one will stop at a "bump" that is only a few inches high!! Motorcycles enjoy "jumping" them. Therefore, the traffic doesn't really slow down at all. How about some REAL calming areas such as can be found on Landana Blvd.? Always remember that San Miguel is a "winding country road". Are there going to be additional stop signs? Traffic lights? Widening of the road so that it becomes a true highway?? Let's do some heavy thinking here.

With all the additional cars crossing the canal, I can't believe there won't be any impact on wild life. What about all the ducks, egrets, heron, coyotes, red fox and deer - just to name a few? You are also crossing a very busy trail that is used by bikers and walkers (including many children and dogs). It could become very dangerous when people and cars meet. When their festival takes place (as many as 600 people) the noise plus congestion would be tremendous!

The property should remain zoned "Single Family Residence". The impact on San Miguel Road and the environment would be far less. Let's not put "more money for the City" at the top of the list.

Yours truly,

Patricia Hall

2850 Lane Drive

Concord, CA 94518

October 2, 2012

Pam Fischer  
924 San Miguel Rd  
Concord, CA 94518

RECEIVED  
OCT - 4 2012  
PLANNING

City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Dr. MS/53  
Concord, CA 94519

Comment on: Notice of Intent to Adopt Mitigated Negative Declaration, St. Mary's Coptic Church

Dearest Ryan,

I understand that the good people of St. Mary's Coptic Church have fled from their home land, where they were persecuted for their belief system. They have been in search of a site that they can practice their religion openness, with joy and light. Many years ago they bought the San Miguel property for its beautiful and serenity. Their vision for what they wish to offer their church members is full and rich. With services beginning at 6am and activities schedules through out the day until 10 pm at night, everyday, with retreats, wedding and festivals they plan to use the 30,000 square feet of buildings.

I want you to know I fully support their vision, their desires and the hope for their future and for their children. This particular property is inappropriate for this use and though causing joy for them the result is negative for those residing in the neighborhood.

The desires of the church have blinded them to the impact on the neighborhood. Their plan will destroy everything that makes this piece of property uniquely beautiful and serene. Their activities will cause diminished quality of life for those living around them. Taking all the trees out, including the red tails hawks nesting site. The access road will remove all the vegetation that was worked as privacy screen for the neighbors living there. The increase in traffic, its impact on residents as will as canal trail users can not be overlooked or the wildlife that will be displaced.

Trees serve many purposes the buffer noise, create privacy, they clean the air and give us visual pleasure. They are homes to various birds and wildlife. The removal of these is vastly destructive and replanting will take years to re-establish the benefits these trees currently provide.

My family's home for over 50 years lies directly across the canal from their proposed chapel. The activities of the church impact me directly. The noise from their services and parties, cars and people speaking in the parking lot will impact me deeply. Since the proposed parking lot looks directly onto my land, lights from cars, and the parking lot lights themselves will infringe on my serenity and privacy.

The church is made up of commuters. The propriety will not provide tax revenues to the city or county. Our neighborhood is made up of people who actively participate in the future of Concord. We pay our taxes, buy from local stores, shop at the farmers market, and attend concerts in the park. We pay for the city employees, for fire and police. We attend council meeting provide direction and comment on decisions for the city. A few years ago our neighborhood worked on traffic calming measures. When I say this I mean the entire neighborhood, not just a few members. We are Concord. I am asking that you give some weight to our local voices. The amount of people negatively impacted by this project out weighs the amount of people who would benefit from it.

The city planning office serves as the gatekeepers. Their job is not just to mind the p's and q's but also to guard against inappropriate use of land, and to protect neighborhood by keeping to the master plan of intended use. This land is for rural residential use. Not for a churches megaplex. This issue appears to require an act of courage on the city's part, to be the voice of reason and justice.

In closing I would like to encourage the church to continue their search, for the place that is the right match for them and fits with in the neighborhood they reside. I would welcome them openly to our City, in the right location, I am wondering if the city may be willing to do a land trade with them, say from the naval weapons station land with better freeway access and less encroachment of established neighborhoods?

In peace and good will,



Pamela Fischer

**Lenhardt, Ryan**

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**From:** Maria Collazos <mcollazos@ccwater.com>  
**Sent:** Monday, October 08, 2012 4:24 PM  
**To:** Lenhardt, Ryan  
**Cc:** Mark Seedall  
**Subject:** FW: Comment Letter - St. Mary/St. Mina's Coptic Orthodox Church  
**Attachments:** Comment ltr, Lenhardt 10-8-12.pdf

Mr. Lenhardt:

Attached please find pdf of comment letter w/ attachments from Contra Costa Water District regarding Notice of Intent for St. Mary/St. Mina's Coptic Orthodox Church. Original letter will be mailed.

Thanks,  
*Maria L. Collazos*  
*Planning/Engineering Senior Clerk*  
*Contra Costa Water District*  
*[mcollazos@ccwater.com](mailto:mcollazos@ccwater.com)*  
*(925) 688-8253*

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OCT - 8 2012  
PLANNING



**CONTRA COSTA  
WATER DISTRICT**

1331 Concord Avenue  
P.O. Box H20  
Concord, CA 94524  
(925) 688-8000 FAX (925) 688-8122  
www.ccwater.com

**RECEIVED**

OCT - 8 2012

**PLANNING**

*VIA FACSIMILE (925) 671-3381  
Hard Copy to Follow*

**Directors**

Joseph L. Campbell  
*President*

October 8, 2012

Karl L. Wandry  
*Vice President*

Bette Boatman  
Lisa M. Borba  
John A. Burgh

Mr. G. Ryan Lenhardt  
City of Concord  
Development Advisory Committee  
1950 Parkside Drive, MS 53  
Concord, CA 94519-2578

Jerry Brown  
*General Manager*

**Subject: St. Mary's/St. Mina's Coptic Orthodox Church Development**

Dear Mr. Lenhardt:

The Contra Costa Water District (CCWD) is in receipt of a request for comments on the Mitigated Negative Declaration (MND) received regarding the St. Mary's/St. Mina's Coptic Orthodox Church Development, a proposed 12,257 square foot sanctuary building and a 13,613 square foot multi-purpose building in the City of Concord. CCWD manages and maintains water facilities that are owned and operated by the United States Bureau of Reclamation (Reclamation). This includes the Contra Costa Canal (Canal) as well as a number of untreated water laterals. The project is within CCWD's treated water service area and CCWD is the local water service provider for this project.

The project site is directly adjacent to the Canal on the church site's southwest side. CCWD will be the water service provider for this project and the most likely service connection is from a waterline extension off of an existing 8-inch line in San Miguel Road. If the water line is extended from San Miguel Road then it would cross an existing access easement and (to be improved) bridge over the Canal at the southwest edge of the property. Improvements to the bridge would require an encroachment permit from CCWD and a license from Reclamation. Comments regarding the MND and the project are summarized below. There are issues in the following areas:

- 1) Water service to the site
- 2) Crossing the Contra Costa Canal
  - a) Bridge over the Canal (Reclamation review required)
  - b) Utilities crossing the Canal (Reclamation review required)

### 3) East Bay Regional Park District (EBRPD) trail safety

CCWD and the Applicant have been in discussions on the project. The Applicant did not work out or obtain an agreement with CCWD on key water service and land-related issues prior to issuance of the IS/MND. The IS/MND does not include sufficient detail to address CCWD issues. The following represent CCWD's key review comments which should be considered by the City of Concord as conditions of approval for the project. The Draft MND, specifically the Utilities and Services Section XVII, should also be corrected to accurately reflect the review comments before certification of the MND.

#### 1. Water Service to the site

The building pad elevations are between 115 feet and 120.5 feet, which are above the elevation that can receive pressure of 40 psi or greater (downstream from the backflow prevention device) from Zone 1. To access water from Zone 1, a pump station will need to be constructed by the Applicant and the Applicant will be limited to a single water meter for the entire site. Zone 1 water service will require that the Applicant obtain a Modified Pressure Agreement from CCWD. A modified Pressure Service Agreement is subject to approval by the CCWD Board of Directors. If approved, the Applicant would be responsible to boost water pressure within the private water distribution system to meet fire and domestic requirements.

Alternatively, the Applicant may consider receiving water from Zone 2 by connecting to the pipeline located on Via Montanas or Tyler Court. Connecting to Zone 2 would allow the Applicant to meet all the water requirements without pumps and would allow the Applicant to meter service for the facility with multiple meters.

The City of Concord should include the following as a condition of approval of the project and the IS/MND should include the following mitigation in the Utilities and Services Systems Section XVII:

*Mitigation Measure XVII-1: The Applicant must demonstrate to the City of Concord that it has obtained approval from CCWD for the proposed water service agreement prior to issuance of a grading permit or the start of any construction.*

#### 2. Crossing the Contra Costa Canal

The Applicant is required to provide CCWD calculations demonstrating how the new structural loading posed by the new development will be met by improvements to the bridge, as the existing bridge was originally designed to accommodate light residential traffic. The proposed design will be required to consider the greatest vehicle load that the Contra Costa County Fire Protection District may use at this site, as well as other loads that could reasonably be expected, including construction

G. Ryan Lenhardt  
St. Mary's St. Mina's Church Development  
October 8, 2012

vehicles and equipment. Given the increased expected loading and use of the bridge, the bridge must be upgraded to meet the latest Caltrans requirements, including meeting the seismic requirements of CCWD for structures that could impact operation of the critical Canal conveyance facility. As outlined in the July 11, 2002 letter from CCWD (attached), the bridge must be upgraded prior to other site construction work to ensure it is capable of accommodating construction vehicle loads. Renovations on the bridge must be scheduled when the Canal is out of service which is typically January 1 to March 31 of each year, but varies depending upon operational needs of CCWD.

The Applicant needs to provide CCWD a list of all facilities proposed for construction, including specifically identifying all work within the Reclamation right of way. This information will be submitted by CCWD for Reclamation review and approval, as outlined in the July 11, 2002 letter. Reclamation will advise CCWD on the level of National Environmental Policy Act (NEPA) that will be needed to satisfy federal requirements. Additional information may be requested to support Reclamation's review. NEPA review is in addition to completion of California Environmental Quality Act (CEQA) requirements.

The City of Concord should include the following as a condition of approval of the project and the IS/MND should include the following mitigation in the Utilities and Service Systems Section XVII:

*Mitigation Measure XVII-2: Bridge improvements, utility crossing agreements require approval by CCWD and Reclamation and environmental documentation under the National Environmental Policy Act (NEPA). No building permit or grading permit will be issued by the City of Concord until the Applicant has documented approval from CCWD and Reclamation for any bridge improvements and utility line crossings over the Contra Costa Canal.*

### 3. Contra Costa Canal/EBRPD Trail Safety

Provide a list of all facilities proposed for construction that would impact the EBRPD trail adjacent to the Canal. That information should be transmitted directly to EBRPD for review and approval, as outlined in the July 11, 2002 letter from CCWD. In addition to comments on the permanent improvements, EBRPD may require specific mitigation for impacts to ongoing trail use during construction, as well as measures to ensure safety of the public during construction. Reclamation will likely require that any trail improvements be reviewed under NEPA before such improvements may be made.

The City of Concord should include the following as a condition of approval of the project and the IS/MND should include the following mitigation in the Utilities and Service Systems Section XVII:

*Mitigation Measure XVII-3: The Applicant must demonstrate that it has CCWD, Reclamation and EPRPD approval for any trail improvements including NEPA approval from Reclamation before City of Concord issuance of any building or grading permits.*

#### 4. Detailed comments

Figure 2-5 in the MND shows the use of an existing 24-inch diameter storm drain line under the Canal. At the time when that line was installed, a license was granted to the City for the "Landini" minor subdivision MSC 8-93. The license was a ten (10) year license granted by Reclamation in 1997. That license has expired and a new license is required.

The Applicant must investigate the rights necessary to construct all utilities (a) sanitary sewer or connect to any existing sewer, b) PG&E gas and power lines, c) CCWD treated water lines, d) cable TV, Internet, phone line, and e) any other lines or facilities within the Reclamation right-of-way), including obtaining licenses and/or easements from CCWD and Reclamation. All requests for long term property rights will need to be approved by the CCWD Board of Directors.

Any storm drains and sanitary sewers must be installed under the existing Canal.

The Applicant should address all previous comments from CCWD, including letters dated August 7, 2000 (attached) and July 11, 2002 (attached) to ensure all comments have been addressed.

The following is provided for informational purposes:

- Treated and Untreated water service is governed by CCWD Code of Regulations Section 5 (**Reg 5**).
- Project/Property is at an elevation that may not receive standard water pressure. Additional infrastructure may be necessary and portions of this project may not be able to receive water service. Further review by CCWD is recommended.
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G. Ryan Lenhardt  
St. Mary's St. Mina's Church Development  
October 8, 2012

The Project/Property may require a main extension or addition of other infrastructure (**Reg. 5.08.020**).

- Prior to water service approval, a property inspection, water use review will be necessary. If backflow prevention devices installation is necessary, CCWD will install appropriate equipment at applicant's expense. Installation of this equipment could reduce water pressure. Proper planning is necessary to ensure backflow prevention devices are located appropriately.
- Further information and answers to a number of frequently asked questions regarding water service and CCWD regulations can be found on the CCWD's web site at [www.ccwater.com](http://www.ccwater.com).
- CCWD recommends Applicant submit an application for service or an application for a "Shotgun" estimate for this project, so that CCWD can provide a more detailed analysis and review.

Should there be any questions on this matter please do not hesitate to contact me at (925) 688-8119.

Sincerely,



Mark A. Seedall  
Principal Planner

MAS/jt

Attachments: August 7, 2000 and July 11, 2002 Letters

cc: EBRPD  
United States Bureau of Reclamation



**CONTRA COSTA  
WATER DISTRICT**

1331 Concord Avenue  
P.O. Box H20  
Concord, CA 94524  
(925) 688-8000 FAX (925) 688-8122

July 11, 2002

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Planning and Economic Development  
City of Concord  
1950 Parkside Drive, M/S 53  
Concord, CA 94519-2578

**SUBJECT: Review Comments, St. Mary and St. Mina Coptic Orthodox Church, City of Concord, Project No. 076 ..**

Dear Ms. Ryan:

This is in response to the City of Concord's Request for Comments for the St. Mary and St. Mina Coptic Orthodox Church, HDP 1-00, 930 San Miguel Road, dated May 28, 2002 and received June 17, 2002. This location coincides with Contra Cost Canal Milepost (MP) 34.21.

The current submittal is a revised and reduced project from the previous January 14, 2002 submittal. The original project has been reduced from 4 phases to 2 phases (church and two-story administrative/hospitality building only). The City provided planning-level drawings which included slope analysis, architectural sketches, building sections, and site photos.

In regards to the previous January 14 submittal, the District did not receive copies of the Environmental Impact Fact Sheet (received by the City on 1/14/02) or the Geotechnical Investigation Report dated 12/20/01 (received by the City on 1/14/02). Copies of these documents should also be forwarded to the District for review and comment.

The District believes two small pipelines cross the canal in the vicinity of the existing timber bridge at MP 34.21. An unidentified ¾" steel pipe is believed to cross the canal upstream of the bridge (not yet confirmed through photos), and a PG&E ¾" steel pipe gasline crosses downstream of the bridge (confirmed by photos). The ¾" gasline appears to be supported on a wooden beam across the top of the canal. The developer should notify PG&E of possible impact to their gasline and should research ownership of the unidentified pipeline crossing the canal.

## Review of St. Mary and St. Mina Coptic Orthodox Church

July 11, 2002

Page 2

Comments from the District's previous letter dated August 7, 2000 to the City of Concord's Community Development Department (see attached) are still generally applicable. Comments are as follows:

1. The District granted to the City a 10-year license on October 28, 1997 [note: this date revised from that shown in the letter] to construct, operate, and maintain a 24-inch stormdrain and 8-inch sanitary sewer pipeline for the previous property owner (Mr. and Mrs. Landini) for a 4-lot residential subdivision. Developer must determine if the previously approved stormdrain and sewer pipeline diameters are adequate for the proposed development. The current church development may create more impervious surfaces and greater sewer demands than the original 4-lot subdivision originally intended for this site, which may increase the previously approved pipeline diameters. Stormdrain and sewer designs with calculations must be submitted to the District for review. Stormdrain and sewer designs must be stamped and signed by a registered professional engineer.
2. The existing timber bridge must be replaced with a two-lane concrete bridge by the developer as indicated. Bridge construction will require an encroachment permit from the District's Watershed and Lands Department and a license from the U.S. Bureau of Reclamation (USBR). The developer must submit designs, structural calculations, and any other pertinent information for the new concrete bridge he intends to build. The bridge designs and calculations must be stamped and signed by a registered professional engineer. It appears the existing bridge is under USBR jurisdiction, so all plans for existing bridge demolition and new bridge construction must be reviewed and approved by both the USBR and District. Unless alternate site access is provided, the proposed two-lane bridge must be built prior to construction, since it is unlikely if the existing bridge can accommodate large, heavy construction equipment. In addition, the District and USBR may require the City of Concord to accept the new two-lane bridge and take maintenance responsibility for it. In that case, the City will need to obtain a license or easement for the bridge structure on the canal right-of-way from the District and USBR.
3. In order for the District to process an encroachment permit for bridge construction, or any other work in the canal right-of-way, a NEPA document is required. Please provide project description and plans, and photos of existing conditions to the District's Planning Department

**Review of St. Mary and St. Mina Coptic Orthodox Church**

July 11, 2002

Page 3

(Attention: Dennis Pisila) in order for the District to prepare a Categorical Exclusion Checklist (CEC) for USBR concurrence signatures.

4. Developer must address how and where the stormdrain, sanitary sewer, and other utilities will cross the canal for the new development. As described in our August 7, 2000 letter, the developer must provide adequate clearances (either over or under the canal) as required.
5. Developer must determine domestic water requirements and apply for service from the District. Again, the developer must address how and where the domestic water service will cross the canal for the new development and must provide adequate clearance. Application for water service may be obtained through LeeAnne Cisterman at 688-8013.
6. Developer must install standard District 6-foot tall property line chain link fencing along the canal right-of-way boundary with the new development, per District Code of Regulations. District will provide standard District property line fence details to the developer upon request.
7. Developer must submit all grading plans for work adjacent to the canal right-of-way. No grading work or disposal of materials will be allowed in the canal right-of-way. Any request for temporary construction access through the canal right-of-way must be submitted to the District's Watershed and Lands Department (Attention: Dino Angelosante) for review and approval. An encroachment permit will be required for any access onto the canal right-of-way.
8. Developer must collect all site runoff within the development's storm drainage system and divert all drainage away from the canal slopes and canal right-of-way. No drainage will be allowed to enter onto the canal right-of-way. Hydrology calculations and drainage designs must be stamped and signed by a registered professional engineer and submitted to the District for review and comment.
9. Please check Drawing Sheet A3-2 since it appears to show a stormdrain with headwalls crossing the canal downstream of the existing bridge. Please confirm if this is proposed or existing. Headwalls may not be constructed in the canal right-of-way.
10. Developer must confirm and provide access for adjacent private property. The District believes two other residences use the existing timber bridge at MP 34.21 for access to their properties. Current plans do not show access

**Review of St. Mary and St. Mina Coptic Orthodox Church**

July 11, 2002

Page 4

(driveways) for the other properties since the development is completely fenced. Developer must accommodate these property owners or provide alternate access. Maintaining access for current bridge users should be a condition of approval for the development.

11. EBRPD must review this project as well, since it impacts their existing canal trail. EBRPD will need to evaluate the impacts of the project and determine if any improvements will be required at the new bridge crossing. EBRPD pedestrian gates, barriers, and location markers may now be required along the trail at this location. Developer will be required to repair or restore any existing trails or fencing at the canal.
12. The City must provide the District with a copy of the developer's proposed CEQA documentation in time for District review and comment. Please send all environmental documentation to the District's Planning Department (Attention: Dennis Pisila).

Since this project is in the planning stage, the District would greatly appreciate further opportunities to review and comment on this development.

If you have any questions or need additional information, please feel free to contact me at 688-8396 or fax 688-8303.

Sincerely,



Dan Owre, P.E.  
Principal Engineer

DO/JRL

Attachments

cc: Dennis Pisila  
Dino Angelosante  
LeeAnne Cisterman

File No. 303998



**CONTRA COSTA  
WATER DISTRICT**

1331 Concord Avenue  
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Concord, CA 94524  
(925) 688-8000 FAX (925) 688-8122

August 7, 2000

*Via Fax 925/671-3381*

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Robert O. Elcenko, D.C.

Walter J. Bishop  
General Manager

Cheryl Whitfield, Project Planner  
Community Development Department  
City of Concord  
1950 Parkside Drive  
Concord, California 94519-2578

**Subject: St. Mary & St. Mina Coptic Orthodox Church Hillside Development  
Plan (HDP 1-00)**

Dear Ms. Whitfield:

Thank you for the opportunity to comment on the proposed St. Mary's and St. Mina Coptic Orthodox Church Hillside Development Plan, and also for the meeting with CCWD Planning Department staff (Dennis Pisila, Senior Planner) on August 3, 2000 to discuss project issues relative to the Contra Costa Canal. The meeting included Father Antony Hanna and Bassem Wageeh Barsoum representing the Church and project applicant. The project is within the Contra Costa Water District (CCWD) service area.

The application is for Hillside Development Plan (HDP 1-00) for the development of a church on property located at 930 San Miguel Road, and known as Assessor Parcel 130-261-002. The property is an undeveloped 3.63 acre parcel adjacent to the north side of the Contra Costa Canal, which is maintained and operated by the CCWD for raw water supplies to central Contra Costa County users.

CCWD's general comment is that the Federal Endangered Species Act (FESA) should be addressed in the environmental document for the project, and encourages agencies to coordinate, if necessary, with the U.S. Fish and Wildlife Service. Reference to the Interim Service Area Map (prepared by CCWD and the U.S. Bureau of Reclamation, June 2000, as required by a Los Vaqueros Project Biological Opinion) indicates that no occurrences of listed species are recorded at the project site or within its immediate vicinity.

A 10-year license was granted to the City of Concord on <sup>October 28, 1997</sup> ~~December 7, 1994~~ by the CCWD Board of Directors to construct, operate and maintain a 24-inch storm drain and 8-inch sanitary sewer pipeline and appurtenances across the Contra Costa Canal at the project location (Canal Milepost 34.21) in Concord. The license was requested by Mr. and Mrs. Landini of Contra Costa Terminal, Inc., a prior ownership of the property, for the development of a four-lot subdivision.

The meeting on August 3 included the discussion of several matters regarding the protection of the canal and the water supply during the project construction and its operation. The following includes the subjects that were discussed at the meeting, and comments following the CCWD's Engineering Department review of preliminary plans included in the application referral:

- Encroachment Permit. Any work within the canal right-of-way, including bridge construction and development of facilities covered in the 10-year license agreement (i.e., stormwater and sanitary sewer lines) will need to be addressed in an encroachment permit application to the CCWD Watershed and Lands Department (Attention: Linda Nagle Hanson). The present two-lane wooden bridge over the canal provides access to the project site and at least two other properties. As Mr. Barsoum indicated in the meeting, the applicant will construct a new two-lane concrete bridge in order to accommodate the increased intensity of use presented by the project, including the use of heavy construction equipment. Bridge construction plans and structural calculations (signed and stamped by a California Structural Engineer) must be submitted to the CCWD Engineering Department (Attention: Steven Welch or James Larot) at 2300 Stanwell Drive, Concord, for review and approval in sufficient time prior to City action on the Hillside Development Plan. The final site plan also needs to show more detail regarding the location and type of road access (e.g., centerline, width, cross section, curbs and gutters). Bridge construction will also need to be coordinated with the East Bay Regional Park District (EBRPD) which operates the Contra Costa Canal Regional Trail along the canal right-of-way.

The encroachment permit application shall also address the means by which the stormwater, sanitary sewer and other utilities will cross the canal (e.g., suspended from the bridge or constructed under the canal). Note: any utility facilities installed must provide sufficient clearance to allow canal cleaning operations, and any installation of facilities under the canal must maintain at least 3 feet clearance from the canal bottom while crossings over the canal must maintain at least a one foot clearance above the top of canal lining. A six-foot high chain link fence (and gates, if necessary) will also need to be shown on plans and constructed by the applicant along the common canal property line in accordance with CCWD regulations.

While this review provides general information on requirements, it is recommended that the applicant contact the Watershed and Lands Department for information on all standard requirements for improvements within and along the canal right-of-way prior to the submission of detailed plans to CCWD.

- Grading Plan. Please submit Grading Plans, including all work on the project site (including existing and projected elevations, as provided in the Preliminary Site Plan) and any work in the canal right-of-way, to the CCWD Engineering Department for review and approval in sufficient time prior to City of Concord actions. CCWD's concern is that grading not impact the canal right-of-

way, unless previously approved, and that no sediments, erosion or construction materials or substances be allowed to enter the canal water supplies.

- Storm Drainage/Sanitary Sewer Lines. Please review all stormwater collection calculations to determine the maximum required size of the stormwater pipeline to cross the canal. The 1994 10-year license agreement indicated a 24-inch diameter stormwater pipeline which was based on a large lot residential subdivision (i.e., nearly one acre lots) which would likely produce less runoff than a church with extensive parking and impervious building surfaces. All drainage must be collected and diverted into a storm drain system (i.e., catch basins with storm drains, etc.), and not allowed to drain onto the canal right-of-way. Please also require storm drainage calculations that are signed and stamped by a California Professional Engineer. The projected sanitary sewer generation of the project should also be compared with the original 8-inch sanitary sewer line capacities for an increased pipeline diameter, if necessary.
- Domestic Water Supply. If a domestic water supply is necessary to serve the project, contact LeeAnne Cisterman, CCWD Engineering Department (telephone: 925/688-8013) for requirements. Please indicate the location of the water meter and the required meter size on plans to be submitted to CCWD.

The drawings for the improvement plans will need further refinement and editing (for spelling). The Contra Costa Canal needs to be correctly identified along with the canal right-of-way on site plans.

If you have any questions on the comments, or require further information on the CCWD and facilities, please call Mr. Pisila at 925/688-8119.

Sincerely,



Gregory Gartrell  
Director of Planning

GG/DP

cc: Cay Goude, Acting Field Supervisor, U.S. Fish and Wildlife Service, Sacramento  
Valerie Curley, Chief, Engineering, Maintenance and Operations, USBR, Tracy  
Bassem Wageeh Barsoum, Applicant  
Fr. Antony Hanna, Owner



**CONTRA COSTA  
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www.ccwater.com

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*President*

October 8, 2012

Karl L. Wandry  
*Vice President*

**VIA FACSIMILE (925) 671-3381  
Hard Copy to Follow**

Bette Boatman  
Lisa M. Borba  
John A. Burgh

Mr. G. Ryan Lenhardt  
City of Concord  
Development Advisory Committee  
1950 Parkside Drive, MS 53  
Concord, CA 94519-2578

Jerry Brown  
*General Manager*

**Subject: St. Mary's/St. Mina's Coptic Orthodox Church Development**

Dear Mr. Lenhardt:

The Contra Costa Water District (CCWD) is in receipt of a request for comments on the Mitigated Negative Declaration (MND) received regarding the St. Mary's/St. Mina's Coptic Orthodox Church Development, a proposed 12,257 square foot sanctuary building and a 13,613 square foot multi-purpose building in the City of Concord. CCWD manages and maintains water facilities that are owned and operated by the United States Bureau of Reclamation (Reclamation). This includes the Contra Costa Canal (Canal) as well as a number of untreated water laterals. The project is within CCWD's treated water service area and CCWD is the local water service provider for this project.

The project site is directly adjacent to the Canal on the church site's southwest side. CCWD will be the water service provider for this project and the most likely service connection is from a waterline extension off of an existing 8-inch line in San Miguel Road. If the water line is extended from San Miguel Road then it would cross an existing access easement and (to be improved) bridge over the Canal at the southwest edge of the property. Improvements to the bridge would require an encroachment permit from CCWD and a license from Reclamation. Comments regarding the MND and the project are summarized below. There are issues in the following areas:

- 1) Water service to the site
- 2) Crossing the Contra Costa Canal
  - a) Bridge over the Canal (Reclamation review required)
  - b) Utilities crossing the Canal (Reclamation review required)

### 3) East Bay Regional Park District (EBRPD) trail safety

CCWD and the Applicant have been in discussions on the project. The Applicant did not work out or obtain an agreement with CCWD on key water service and land-related issues prior to issuance of the IS/MND. The IS/MND does not include sufficient detail to address CCWD issues. The following represent CCWD's key review comments which should be considered by the City of Concord as conditions of approval for the project. The Draft MND, specifically the Utilities and Services Section XVII, should also be corrected to accurately reflect the review comments before certification of the MND.

#### 1. Water Service to the site

The building pad elevations are between 115 feet and 120.5 feet, which are above the elevation that can receive pressure of 40 psi or greater (downstream from the backflow prevention device) from Zone 1. To access water from Zone 1, a pump station will need to be constructed by the Applicant and the Applicant will be limited to a single water meter for the entire site. Zone 1 water service will require that the Applicant obtain a Modified Pressure Agreement from CCWD. A modified Pressure Service Agreement is subject to approval by the CCWD Board of Directors. If approved, the Applicant would be responsible to boost water pressure within the private water distribution system to meet fire and domestic requirements.

Alternatively, the Applicant may consider receiving water from Zone 2 by connecting to the pipeline located on Via Montanas or Tyler Court. Connecting to Zone 2 would allow the Applicant to meet all the water requirements without pumps and would allow the Applicant to meter service for the facility with multiple meters.

The City of Concord should include the following as a condition of approval of the project and the IS/MND should include the following mitigation in the Utilities and Services Systems Section XVII:

*Mitigation Measure XVII-1: The Applicant must demonstrate to the City of Concord that it has obtained approval from CCWD for the proposed water service agreement prior to issuance of a grading permit or the start of any construction.*

#### 2. Crossing the Contra Costa Canal

The Applicant is required to provide CCWD calculations demonstrating how the new structural loading posed by the new development will be met by improvements to the bridge, as the existing bridge was originally designed to accommodate light residential traffic. The proposed design will be required to consider the greatest vehicle load that the Contra Costa County Fire Protection District may use at this site, as well as other loads that could reasonably be expected, including construction

vehicles and equipment. Given the increased expected loading and use of the bridge, the bridge must be upgraded to meet the latest Caltrans requirements, including meeting the seismic requirements of CCWD for structures that could impact operation of the critical Canal conveyance facility. As outlined in the July 11, 2002 letter from CCWD (attached), the bridge must be upgraded prior to other site construction work to ensure it is capable of accommodating construction vehicle loads. Renovations on the bridge must be scheduled when the Canal is out of service which is typically January 1 to March 31 of each year, but varies depending upon operational needs of CCWD.

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G. Ryan Lenhardt  
St. Mary's St. Mina's Church Development  
October 8, 2012

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- Further information and answers to a number of frequently asked questions regarding water service and CCWD regulations can be found on the CCWD's web site at [www.ccwater.com](http://www.ccwater.com).
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Should there be any questions on this matter please do not hesitate to contact me at (925) 688-8119.

Sincerely,



Mark A. Seedall  
Principal Planner

MAS/jt

Attachments: August 7, 2000 and July 11, 2002 Letters

cc: EBRPD  
United States Bureau of Reclamation



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July 11, 2002

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## Review of St. Mary and St. Mina Coptic Orthodox Church

July 11, 2002

Page 2

Comments from the District's previous letter dated August 7, 2000 to the City of Concord's Community Development Department (see attached) are still generally applicable. Comments are as follows:

1. The District granted to the City a 10-year license on October 28, 1997 [note: this date revised from that shown in the letter] to construct, operate, and maintain a 24-inch stormdrain and 8-inch sanitary sewer pipeline for the previous property owner (Mr. and Mrs. Landini) for a 4-lot residential subdivision. Developer must determine if the previously approved stormdrain and sewer pipeline diameters are adequate for the proposed development. The current church development may create more impervious surfaces and greater sewer demands than the original 4-lot subdivision originally intended for this site, which may increase the previously approved pipeline diameters. Stormdrain and sewer designs with calculations must be submitted to the District for review. Stormdrain and sewer designs must be stamped and signed by a registered professional engineer.
2. The existing timber bridge must be replaced with a two-lane concrete bridge by the developer as indicated. Bridge construction will require an encroachment permit from the District's Watershed and Lands Department and a license from the U.S. Bureau of Reclamation (USBR). The developer must submit designs, structural calculations, and any other pertinent information for the new concrete bridge he intends to build. The bridge designs and calculations must be stamped and signed by a registered professional engineer. It appears the existing bridge is under USBR jurisdiction, so all plans for existing bridge demolition and new bridge construction must be reviewed and approved by both the USBR and District. Unless alternate site access is provided, the proposed two-lane bridge must be built prior to construction, since it is unlikely if the existing bridge can accommodate large, heavy construction equipment. In addition, the District and USBR may require the City of Concord to accept the new two-lane bridge and take maintenance responsibility for it. In that case, the City will need to obtain a license or easement for the bridge structure on the canal right-of-way from the District and USBR.
3. In order for the District to process an encroachment permit for bridge construction, or any other work in the canal right-of-way, a NEPA document is required. Please provide project description and plans, and photos of existing conditions to the District's Planning Department

## Review of St. Mary and St. Mina Coptic Orthodox Church

July 11, 2002

Page 3

(Attention: Dennis Pisila) in order for the District to prepare a Categorical Exclusion Checklist (CEC) for USBR concurrence signatures.

4. Developer must address how and where the stormdrain, sanitary sewer, and other utilities will cross the canal for the new development. As described in our August 7, 2000 letter, the developer must provide adequate clearances (either over or under the canal) as required.
5. Developer must determine domestic water requirements and apply for service from the District. Again, the developer must address how and where the domestic water service will cross the canal for the new development and must provide adequate clearance. Application for water service may be obtained through LeeAnne Cisterman at 688-8013.
6. Developer must install standard District 6-foot tall property line chain link fencing along the canal right-of-way boundary with the new development, per District Code of Regulations. District will provide standard District property line fence details to the developer upon request.
7. Developer must submit all grading plans for work adjacent to the canal right-of-way. No grading work or disposal of materials will be allowed in the canal right-of-way. Any request for temporary construction access through the canal right-of-way must be submitted to the District's Watershed and Lands Department (Attention: Dino Angelosante) for review and approval. An encroachment permit will be required for any access onto the canal right-of-way.
8. Developer must collect all site runoff within the development's storm drainage system and divert all drainage away from the canal slopes and canal right-of-way. No drainage will be allowed to enter onto the canal right-of-way. Hydrology calculations and drainage designs must be stamped and signed by a registered professional engineer and submitted to the District for review and comment.
9. Please check Drawing Sheet A3-2 since it appears to show a stormdrain with headwalls crossing the canal downstream of the existing bridge. Please confirm if this is proposed or existing. Headwalls may not be constructed in the canal right-of-way.
10. Developer must confirm and provide access for adjacent private property. The District believes two other residences use the existing timber bridge at MP 34.21 for access to their properties. Current plans do not show access

**Review of St. Mary and St. Mina Coptic Orthodox Church**

July 11, 2002

Page 4

(driveways) for the other properties since the development is completely fenced. Developer must accommodate these property owners or provide alternate access. Maintaining access for current bridge users should be a condition of approval for the development.

11. EBRPD must review this project as well, since it impacts their existing canal trail. EBRPD will need to evaluate the impacts of the project and determine if any improvements will be required at the new bridge crossing. EBRPD pedestrian gates, barriers, and location markers may now be required along the trail at this location. Developer will be required to repair or restore any existing trails or fencing at the canal.
12. The City must provide the District with a copy of the developer's proposed CEQA documentation in time for District review and comment. Please send all environmental documentation to the District's Planning Department (Attention: Dennis Pisila).

Since this project is in the planning stage, the District would greatly appreciate further opportunities to review and comment on this development.

If you have any questions or need additional information, please feel free to contact me at 688-8396 or fax 688 8303.

Sincerely,



Dan Owre, P.E.  
Principal Engineer

DO/JRL

Attachments

cc: Dennis Pisila  
Dino Angelosante  
LeeAnne Cisterman

File No. 303998



**CONTRA COSTA  
WATER DISTRICT**

1331 Concord Avenue  
P.O. Box H20  
Concord, CA 94524  
(925) 688-8000 FAX (925) 688-8122

August 7, 2000

*Via Fax 925/671-3381*

**Directors**  
Joseph L. Campbell  
*President*  
James Pretti  
*Vice President*  
Elizabeth R. Anello  
*At-Large Board Member*  
Dmitry O. Elcenko, D.C.  
Walter J. Bishop  
*General Manager*

Cheryl Whitfield, Project Planner  
Community Development Department  
City of Concord  
1950 Parkside Drive  
Concord, California 94519-2578

**Subject: St. Mary & St. Mina Coptic Orthodox Church Hillside Development Plan (HDP 1-00)**

Dear Ms. Whitfield:

Thank you for the opportunity to comment on the proposed St. Mary's and St. Mina Coptic Orthodox Church Hillside Development Plan, and also for the meeting with CCWD Planning Department staff (Dennis Pisila, Senior Planner) on August 3, 2000 to discuss project issues relative to the Contra Costa Canal. The meeting included Father Antony Hanna and Bassem Wageeh Barsoum representing the Church and project applicant. The project is within the Contra Costa Water District (CCWD) service area.

The application is for Hillside Development Plan (HDP 1-00) for the development of a church on property located at 930 San Miguel Road, and known as Assessor Parcel 130-261-002. The property is an undeveloped 3.63 acre parcel adjacent to the north side of the Contra Costa Canal, which is maintained and operated by the CCWD for raw water supplies to central Contra Costa County users.

CCWD's general comment is that the Federal Endangered Species Act (FESA) should be addressed in the environmental document for the project, and encourages agencies to coordinate, if necessary, with the U.S. Fish and Wildlife Service. Reference to the Interim Service Area Map (prepared by CCWD and the U.S. Bureau of Reclamation, June 2000, as required by a Los Vaqueros Project Biological Opinion) indicates that no occurrences of listed species are recorded at the project site or within its immediate vicinity.

*October 28, 1994*

A 10-year license was granted to the City of Concord on ~~December 7, 1994~~ by the CCWD Board of Directors to construct, operate and maintain a 24-inch storm drain and 8-inch sanitary sewer pipeline and appurtenances across the Contra Costa Canal at the project location (Canal Milepost 34.21) in Concord. The license was requested by Mr. and Mrs. Landini of Contra Costa Terminal, Inc., a prior ownership of the property, for the development of a four-lot subdivision.

The meeting on August 3 included the discussion of several matters regarding the protection of the canal and the water supply during the project construction and its operation. The following includes the subjects that were discussed at the meeting, and comments following the CCWD's Engineering Department review of preliminary plans included in the application referral:

- Encroachment Permit. Any work within the canal right-of-way, including bridge construction and development of facilities covered in the 10-year license agreement (i.e., stormwater and sanitary sewer lines) will need to be addressed in an encroachment permit application to the CCWD Watershed and Lands Department (Attention: Linda Nagle Hanson). The present two-lane wooden bridge over the canal provides access to the project site and at least two other properties. As Mr. Barsoum indicated in the meeting, the applicant will construct a new two-lane concrete bridge in order to accommodate the increased intensity of use presented by the project, including the use of heavy construction equipment. Bridge construction plans and structural calculations (signed and stamped by a California Structural Engineer) must be submitted to the CCWD Engineering Department (Attention: Steven Welch or James Larot) at 2300 Stanwell Drive, Concord, for review and approval in sufficient time prior to City action on the Hillside Development Plan. The final site plan also needs to show more detail regarding the location and type of road access (e.g., centerline, width, cross section, curbs and gutters). Bridge construction will also need to be coordinated with the East Bay Regional Park District (EBRPD) which operates the Contra Costa Canal Regional Trail along the canal right-of-way.

The encroachment permit application shall also address the means by which the stormwater, sanitary sewer and other utilities will cross the canal (e.g., suspended from the bridge or constructed under the canal). Note: any utility facilities installed must provide sufficient clearance to allow canal cleaning operations, and any installation of facilities under the canal must maintain at least 3 feet clearance from the canal bottom while crossings over the canal must maintain at least a one foot clearance above the top of canal lining. A six-foot high chain link fence (and gates, if necessary) will also need to be shown on plans and constructed by the applicant along the common canal property line in accordance with CCWD regulations.

While this review provides general information on requirements, it is recommended that the applicant contact the Watershed and Lands Department for information on all standard requirements for improvements within and along the canal right-of-way prior to the submission of detailed plans to CCWD.

- Grading Plan. Please submit Grading Plans, including all work on the project site (including existing and projected elevations, as provided in the Preliminary Site Plan) and any work in the canal right-of-way, to the CCWD Engineering Department for review and approval in sufficient time prior to City of Concord actions. CCWD's concern is that grading not impact the canal right-of-

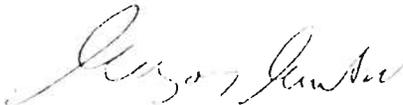
way, unless previously approved, and that no sediments, erosion or construction materials or substances be allowed to enter the canal water supplies.

- Storm Drainage/Sanitary Sewer Lines. Please review all stormwater collection calculations to determine the maximum required size of the stormwater pipeline to cross the canal. The 1994 10-year license agreement indicated a 24-inch diameter stormwater pipeline which was based on a large lot residential subdivision (i.e., nearly one acre lots) which would likely produce less runoff than a church with extensive parking and impervious building surfaces. All drainage must be collected and diverted into a storm drain system (i.e., catch basins with storm drains, etc.), and not allowed to drain onto the canal right-of-way. Please also require storm drainage calculations that are signed and stamped by a California Professional Engineer. The projected sanitary sewer generation of the project should also be compared with the original 8-inch sanitary sewer line capacities for an increased pipeline diameter, if necessary.
- Domestic Water Supply. If a domestic water supply is necessary to serve the project, contact LeeAnne Cisterman, CCWD Engineering Department (telephone: 925/688-8013) for requirements. Please indicate the location of the water meter and the required meter size on plans to be submitted to CCWD.

The drawings for the improvement plans will need further refinement and editing (for spelling). The Contra Costa Canal needs to be correctly identified along with the canal right-of-way on site plans.

If you have any questions on the comments, or require further information on the CCWD and facilities, please call Mr. Pisila at 925/688-8119.

Sincerely,



Gregory Gartrell  
Director of Planning

GG/DP

cc: Cay Goude, Acting Field Supervisor, U.S. Fish and Wildlife Service, Sacramento  
Valerie Curley, Chief, Engineering, Maintenance and Operations, USBR, Tracy  
Bassem Wageeh Barsoum, Applicant  
Fr. Antony Hanna, Owner

**Lenhardt, Ryan**

---

**From:** George Guorgui <Gguorgui@vsfcd.com>  
**Sent:** Monday, October 08, 2012 4:39 PM  
**To:** Lenhardt, Ryan  
**Cc:** MillsAsoc@aol.com; NDyer@lca-architects.com  
**Subject:** RE: Comment Letter - St. Mary/St. Mina's Coptic Orthodox Church

Ryan,  
All these issues had been discussed before with CCWD, according to the letters these conditions will be part of the project approval and the church already agreed on all these requirements.

George

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OCT -8 2012  
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\*\*\*\*\* Internet E-mail Confidentiality\*\*\*\*\*

This e-mail message and files transmitted with it may contain privileged or confidential information and is intended only for the individual(s) named. If you are not an intended recipient or the person responsible for delivering the e-mail to the intended recipient, you may not disclose, use, disseminate, distribute, print, copy or rely upon this message or attachment in any way. If you received this e-mail message in error, please return by forwarding the message and its attachments to the sender and delete this e-mail from your system. The sender and VSFCD do not accept liability for errors, omissions, corruption or virus in the contents of this message or attachments that arise as a result of e-mail transmission. Nothing in this message should be interpreted as a digital or electronic signature that can be used to authenticate a contract or other legal document. Thank you.

**From:** Lenhardt, Ryan [<mailto:Ryan.Lenhardt@cityofconcord.org>]  
**Sent:** Monday, October 08, 2012 4:29 PM  
**To:** George Guorgui  
**Cc:** 'MillsAsoc@aol.com'; [NDyer@lca-architects.com](mailto:NDyer@lca-architects.com)  
**Subject:** FW: Comment Letter - St. Mary/St. Mina's Coptic Orthodox Church

FYI

**From:** Maria Collazos [<mailto:mcollazos@ccwater.com>]  
**Sent:** Monday, October 08, 2012 4:24 PM  
**To:** Lenhardt, Ryan  
**Cc:** Mark Seedall  
**Subject:** FW: Comment Letter - St. Mary/St. Mina's Coptic Orthodox Church

Mr. Lenhardt:

Attached please find pdf of comment letter w/ attachments from Contra Costa Water District regarding Notice of Intent for St. Mary/St. Mina's Coptic Orthodox Church. Original letter will be mailed.

Thanks,  
*Maria L. Collazos*

*Planning/Engineering Senior Clerk  
Contra Costa Water District  
[mcollazos@ccwater.com](mailto:mcollazos@ccwater.com)  
(925) 688-8253*

**Lenhardt, Ryan**

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**From:** John Pelosi <j.pelosi@comcast.net>  
**Sent:** Monday, October 08, 2012 9:23 PM  
**To:** Lenhardt, Ryan  
**Cc:** 'Patti Pelosi'  
**Subject:** Letter & Comments to the City of Concord for a "Proposed" Church Project at 930 San Miguel Road, Concord, CA 94518  
**Attachments:** 08 Oct. 2012 Letter to the City of Concord.docx; 08 Oct. 2012 Comments to the City of Concord.docx

Subj.: "Proposed" Church Project at 930 San Miguel Road, Concord, CA 94518

Ryan,

As listed in the Notice of Intent to Adopt a Mitigated Negative Declaration, dated September 10, 2012, the public was invited to submit written comments concerning the "Proposed" Church Project located at 930 San Miguel Road, Concord, CA.

I have attached our letter and comments concerning this "Proposed" Church Project.

Best Regards,

John Pelosi

RECEIVED  
OCT - 8 2012  
PLANNING

08 October 2012

RECEIVED

OCT - 8 2012

PLANNING

FROM: John R. Pelosi & Patti K. Pelosi, 933 Tyler court, Concord, CA 94518

TO: Mr. Ryan Lenhardt, Senior Planner, City of Concord, CA 94519

SUBJ: **Comments Concerning the "Proposed" St. Mary and St. Mina's Coptic Orthodox Church Project, Hillside Development Plan, City File: HDP 1-00**

Ref. 1: Notice of Intent To Adopt A Mitigated Negative Declaration, City of Concord, dated September 10, 2012

Ref.2: Initial Study/Mitigated Negative Declaration, St. Marty and St. Mina's Coptic Orthodox Church, City File: HDP 1-00, Prepared for: City of Concord Planning Department, dated September 10, 2012

Attach. A.: Comments Concerning the "Proposed" St. Mary and St. Mina's Coptic Orthodox Church Project, dated 08 October 2012

Dear Mr. Lenhardt,

As per Ref. 1, the City of Concord has issued a Notice of Intent to Adopt A mitigated Negative Declaration for a project to develop a church facility within an area zoned for single family residences. This Notice invites the public and all affected agencies to review the Initial Study and Mitigated Negative Declaration and submit written comments.

We are the owners of the home at 933 Tyler Court, Concord, CA. 94518 and as such, we will be negatively impacted by this project, if it is built. We have developed a number of written comments, concerns and questions and have provided them via Attachment A. We reserve the right to determine and submit additional comments, concerns and questions at a later date.

A single example of our concerns for this negative project is the discussion the church group had about the possibility of removing the steel barrier at the end of Via Montanas and extending the roadway of Via Montanas further West onto the Open Space directly adjacent to our house. This is dedicated Open Space and, if built, would be a major negative impact to our lives and home. This is now listed as an Alternate Access from Via Montanas in Ref. 2, Appendix E, Traffic Impact Analysis, page 27.

Please review our questions and provide your answers.

Thank you,

John Pelosi     Patti Pelosi

08 October 2012

Attachment A:

Comments to the City of Concord Concerning the "Proposed" Church Project at  
930 San Miguel Road, Concord, CA. 94518

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Q1. According the State of California, California Environmental Quality Act (CEQA) if the lead agency (City of Concord) finds that in cases where it is not clear there is substantial evidence that a project may have significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared when there is serious public controversy concerning the environmental effect of a project (CEQA Guidelines Section 15065). There is very serious public controversy concerning the environmental effects of this specific project.

1. When will the City of Concord prepare and issue an EIR?

A1.

Q2. There was a determination that the project would create impacts in the following environmental issues: aesthetics, soils, water quality, utilities, traffic, etc.

1. Why were these the only listed environmental issues?

A2.

Q3. The project is being evaluated by Ref. 2 is a development of a church facility within an area zoned for residential development. The applicant is requesting the following approvals from the City of Concord: Hillside Development Plan, Use Permit, Variance, Design Review and Heritage Tree Removal. This is in direct conflict with a high number of existing designations, rules, plans and codes for the neighborhood. The City of Concord enacted these controls for the betterment of the City.

1. Why would the City of Concord approve such a high number of variances conflicting with existing designations rules, plans and codes for such an inappropriate project in the proposed project site?

A3.

08 October 2012

**Attachment A:**

**Comments to the City of Concord Concerning the "Proposed" Church Project at  
930 San Miguel Road, Concord, CA. 94518**

Q4. The proposed project could result in placement of fill onto approximately 0.168-Acre seasonal and emergent wetlands.

1. What specific plan and application has the applicant submitted to the Army Corps of Engineers, State of California-Department of Fish & Game and the Regional Water Quality Control Board (RWQCB) to be in complete compliance with the Clean Water Act?

A4.

Q5. The project plans are inconsistent with some of the requirements listed in the Hillside Ordinance Plan.

1. What are the specific tasks the applicant shall take to be fully compliant with the Hillside Development Ordinance?

A5.

Q6. Reconstruction of the access roadway and bridge could affect vehicular access for residents and emergency vehicles along the roadway during construction.

1. How can the City of Concord issue a Notice of Intent To Adopt A Mitigated Negative Declaration, when the applicant has not submitted a Formal Traffic Management Plan?
2. When will the applicant submit the Formal Traffic Management Plan to the City of Concord for review?

A6.

08 October 2012

**Attachment A:**

**Comments to the City of Concord Concerning the "Proposed" Church Project at  
930 San Miguel Road, Concord, CA. 94518**

Q7. Future growth in church attendance could result in a parking demand of 140 parking spaces which far exceeds the listed 99 parking spaces shown on the drawing.

1. How can the City of Concord intend to adopt Ref. 2 when only 99 parking spaces are shown on the drawing and the attendance could result in parking demand for 140 parking spaces ?

A7.

Q8. Various agencies, such as, Contra Costa Water District, Contra Costa County Fire Protection District, East Bay Regional Park District and the Contra Costa County Flood Control and Water Conservation District were solicited in the application review process for comments concerning this project.

1. Why wasn't the State of California-Department of Fish & Game contacted?
2. When will the State of California-Department of Fish & Game be contacted?

A8.

08 October 2012

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OCT 16 2012

PLANNING

FROM: John R. Pelosi & Patti K. Pelosi, 933 Tyler court, Concord, CA 94518

TO: Mr. Ryan Lenhardt, Senior Planner, City of Concord, CA 94519

SUBJ: **Comments Concerning the "Proposed" St. Mary and St. Mina's Coptic Orthodox Church Project, Hillside Development Plan, City File: HDP 1-00**

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Attach. A.: Comments Concerning the "Proposed" St. Mary and St. Mina's Coptic Orthodox Church Project, dated 01 October 2012

Dear Mr. Lenhardt,

As per Ref. 1, the City of Concord has issued a Notice of Intent to Adopt A mitigated Negative Declaration for a project to develop a church facility within an area zoned for single family residences. This Notice invites the public and all affected agencies to review the Initial Study and Mitigated Negative Declaration and submit written comments.

We are the owners of the home at 933 Tyler Court, Concord, CA. 94518 and as such, we will be negatively impacted by this project, if it is built. We have developed a number of written comments, concerns and questions and have provided them via Attachment A. We reserve the right to develop and submit additional comments, concerns and questions at a later date.

A single example of our concerns for this negative project is the discussion the church group had about the possibility of removing the steel barrier at the end of Via Montanas and extending the roadway of Via Montanas further West onto the Open Space directly adjacent to our house. This is dedicated Open Space and, if built, would be a major negative impact to our lives and home. This is now listed as an Alternate Access from Via Montanas in Ref. 2, Appendix E, Traffic Impact Analysis, page 27.

Please review our questions and provide your answers.

Thank you,

  
John Pelosi

  
Patti Pelosi

08 October 2012

**Attachment A:**

**Comments to the City of Concord Concerning the "Proposed" Church Project at  
930 San Miguel Road, Concord, CA. 94518**

Q1. According the State of California, California Environmental Quality Act (CEQA) if the lead agency (City of Concord) finds that in cases where it is not clear there is substantial evidence that a project may have significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared when there is serious public controversy concerning the environmental effect of a project (CEQA Guidelines Section 15065). There is very serious public controversy concerning the environmental effects of this specific project.

1. When will the City of Concord prepare and issue an EIR?

A1.

Q2. There was a determination that the project would create impacts in the following environmental issues: aesthetics, soils, water quality, utilities, traffic, etc.

1. Why were these the only listed environmental issues?

A2.

Q3. The project is being evaluated by Ref. 2 is a development of a church facility within an area zoned for residential development. The applicant is requesting the following approvals from the City of Concord: Hillside Development Plan, Use Permit, Variance, Design Review and Heritage Tree Removal. This is in direct conflict with a high number of existing designations, rules, plans and codes for the neighborhood. The City of Concord enacted these controls for the betterment of the City.

1. Why would the City of Concord approve such a high number of variances conflicting with existing designations rules, plans and codes for such an inappropriate project in the proposed project site?

A3.

08 October 2012

**Attachment A:**

**Comments to the City of Concord Concerning the "Proposed" Church Project at  
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**Q4. The proposed project could result in placement of fill onto approximately 0.168-Acre seasonal and emergent wetlands.**

- 1. What specific plan and application has the applicant submitted to the Army Corps of Engineers, State of California-Department of Fish & Game and the Regional Water Quality Control Board (RWQCB) to be in complete compliance with the Clean Water Act?**

**A4.**

**Q5. The project plans are inconsistent with some of the requirements listed in the Hillside Ordinance Plan.**

- 1. What are the specific tasks the applicant shall take to be fully compliant with the Hillside Development Ordinance?**

**A5.**

**Q6. Reconstruction of the access roadway and bridge could affect vehicular access for residents and emergency vehicles along the roadway during construction.**

- 1. How can the City of Concord issue a Notice of Intent To Adopt A Mitigated Negative Declaration, when the applicant has not submitted a Formal Traffic Management Plan?**
- 2. When will the applicant submit the Formal Traffic Management Plan to the City of Concord for review?**

**A6.**

08 October 2012

**Attachment A:**

**Comments to the City of Concord Concerning the "Proposed" Church Project at  
930 San Miguel Road, Concord, CA. 94518**

**Q7.** Future growth in church attendance could result in a parking demand of 140 parking spaces which far exceeds the listed 99 parking spaces shown on the drawing.

1. How can the City of Concord intend to adopt Ref. 2 when only 99 parking spaces are shown on the drawing and the attendance could result in parking demand for 140 parking spaces ?

**A7.**

**Q8.** Various agencies, such as, Contra Costa Water District, Contra Costa County Fire Protection District, East Bay Regional Park District and the Contra Costa County Flood Control and Water Conservation District were solicited in the application review process for comments concerning this project.

1. Why wasn't the State of California-Department of Fish & Game contacted?
2. When will the State of California-Department of Fish & Game be contacted?

**A8.**

JOHN KIRSCHNER  
955 VIA MONTANAS  
CONCORD, CA. 94518

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OCT - 8 2012

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Oct 8, 2012

Mr. G. Ryan Lenhardt:

This is a "Negative Comment" on the proposed church project at 930 San Miguel Rd. also called St. Mary/St. Mina's Coptic Orthodox Church.

As native of Concord & original owner of my present residence for 26 years, I have seen Concord grow & expand. The main reason I purchased my present residence was because of Measure C which the voters passed in 1972 to provide the funds for the Lime Ridge open space Day Center, irrigation for the newly planted oak trees & fenced off animal water pond. The intent of the "open space" was for individuals to have peace & quiet, connect with mother nature & enjoy the local animal population. That's why signs are posted for no motorized vehicles. Again, this restriction was provided in Measure C to ensure that the open space would not become a race track or driveway for anyone.

The eucalypts trees on the property are older than the City of Concord & are nesting sites for several species of large birds. It would be a environmental lost if any of these trees were removed and carbon producing buildings & automobiles allowed on this vacant land next to Lime Ridge Open Space. The light emissions from the parking lot lights would be very high just as it is with the Bart repair yard on San Miguel Rd.

The Contra Costa Canal Trail is very popular with bikers, joggers & walkers. With more cars crossing the canal on a daily basis, taking children to school & other night time activities, it is an accident waiting to happen. My grandson go to North Creek School on Ygnacio Valley Rd. They utilize parking-lot moms to help with the parking lot "drop off" & "pick-up" during school & parents & visitors have to park across Ygnacio Valley Rd. in residential neighborhoods for evening school functions.

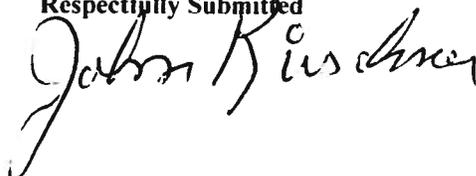
San Miguel Rd. is a narrow 2 lane winding road with no sidewalks or shoulders for emergency parking and visibility for entering & exiting onto San Miguel from the church access road is very restricted. This problem could be corrected by making San Miguel Rd. a 4 lane straight road with shoulders & sidewalks.

Via Montanas is 30' wide which allows only one car to pass when 2 cars are parked on the street across from each other. How wide would the access road to the church be? Will the bridge across the canal support a 20 ton fire truck? How far away is the nearest fire hydrant?

In conclusion, I am opposed to any building on 930 San Miguel Rd. that would require a parking & lights at night.

Since Concord has hillside building restrictions, I feel the best solution for this property would be for the city to exercise its "Eminent Domain" & purchase this property & add it to the "Lime Ridge Open Space Plan"

Respectfully Submitted





245 YGNACIO VALLEY ROAD WALNUT CREEK, CA 94596 TEL: 925.944.1626 FAX: 925.944.1666  
1970 BROADWAY, SUITE 800 OAKLAND, CA 94612 TEL: 510.272.1060 FAX: 510.272.1066

October 8, 2012

Ryan Lenhardt  
Senior Planner, City of Concord  
1950 Parkside Drive  
Concord, CA 94519

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Re: St. Mary and St. Mina's Coptic Church

Dear Ryan:

We have reviewed the Draft MND and proposed mitigations dated September 10, 2012 and have the following comments.

Mitigation XII-1: It not practical to restrict all church activates to indoor locations only. If activities are thus restricted then there is no purpose for the courtyard. Coffee and donuts in the courtyard after Services is almost universal amongst Christian churches. Display/information tables for various church programs, activities and community involvement opportunities are also very common. A prohibition against exterior amplified sound is common (and appropriate in this location) for churches in residential areas but an outright ban on "all" outdoor activities is too restrictive and not necessary due to the distance between the courtyard and adjacent residences.

Mitigation XII-2: The mitigation should read as follows to be clear:

"The goal of this mitigation is to reduce noise levels to 60 dBA or less at the boundaries of the site and 55 dBA at adjacent residential ~~properties~~ structures"

Please contact me if you have any questions about these comments.

Best regards,

A handwritten signature in black ink, appearing to read "Norm Dyer".

Norm Dyer, Architect  
Associate  
LCA Architects, Inc.

**Lenhardt, Ryan**

---

**From:** Jeff Frates <jeffrates@comcast.net>  
**Sent:** Tuesday, October 09, 2012 9:03 AM  
**To:** Lenhardt, Ryan  
**Subject:** St. Mina & St. Marys Church - Mitgated Document Response  
**Attachments:** Church Response.docx

Mr. Lenhart;

Attached please find a document containing our response to the "Intent to Adopt a Mitigated Negative Declaration", dated September 10, 2012, concerning the "Proposed" Church Project located at 930 San Miguel Road, Concord, CA.

Jeff & Sue Frates

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Response To "Intent to Adopt a Mitigated Negative Declaration" – St. Mary's/St. Mina's Coptic Church

From: Jeff & Sue Frates, 3327 Rolling Meadow Ct., Concord CA 94518 (925-689-5707)

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General Observations/Comments:

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- Plan repeatedly calls for variances. What are rules, laws, codes, etc., for if they can be easily and regularly ignored?
- So far in this process, the city seems far more accommodating and supportive of the church project than representing and protecting its residents. This is a project of significant impact to a neighborhood of Concord residents who live and work in the city, as well as pay taxes and support local businesses. These citizens deserve a strong voice, the attention of city officials, and someone within government that is working to help protect the unique nature of our neighborhood.
- Repeatedly, the impacts of the project are considered "Less Than Significant", and those are migrated such that they become "No Impact". This seems a gross over simplification of many issues, and is dismissive of matters of "Significant Impact" to those of us who live here. This project represents a dramatic change to the general character of the San Miguel road corridor. Little or nothing of this project can be considered "No Impact" for residents of this area.
- Concord prides itself on being named "Tree City USA" by the National Arbor Day Foundation" (30 years running). Would a city with such a distinction support the removal of heritage trees (or simply large old trees) which actively support wild life? Several years ago, raptor perches were installed in Lime Ridge open space to encourage raptors to forage in the area. Trees on this property are alive with raptors on a routine basis. Removal would of course destroy such roosting/breeding habitat for local birds, as well as migrating species seen in the trees annually.
- The proposed church is an "architecturally significant" building, with a central dome that exceeds height limits by a factor of 60+%. The proposed church does not intend to blend into a natural setting adjacent to open space, and be minimally obtrusive, but rather to stand out and represent an imposing presence on the site and in the neighborhood.
- Extensive plans have been laid out for the entryway to the church off San Miguel. The church has an easement across properties that they do not own to reach the site of the proposed church. Their plans call for dramatic changes to a piece of property they do not own. The proposed changes make no consideration for the wishes of the actual property owners, and in fact, church representatives have never had even a single conversation about the access road with property owners. There exist legal questions as to whether the church has the right to impose their design on the actual property owners. Further, measurements for the road seem to indicate that adjacent structures will not be compliant with code set back requirements.
- In general this project seems too large in scope for the property and neighborhood. At a minimum the project should be scaled down to better fit into the area

architecturally, and second, to fit capacity to the unique characteristics of the property (hillside, limited parking, and difficult access off an already impacted road).

- The report already calls for additional reports to be generated (geological, wildlife, traffic). Significant issues may arise as a result of any of these reports. No approval of the current report should be considered until all necessary studies/reports are conducted, filed, reviewed, and approved. Further, it is not yet clear that the proposal for modifications to the bridge over the CC canal meets requirements of CC Water or the US Bureau of Reclamation.
- I believe that it would be VERY appropriate to require a full EIR for this project.
- I understand that the design review process is independent of this current process, but it is still beyond me that a design may be approved that by its basic nature requires a substantial number of variances from the city to viable.

#### Specific Comments:

- The current zoning is for residential (R-20). This project is not in keeping with such zoning; it will totally alter the characteristics of a quiet idyllic neighborhood, and most definitely affect property values.
- Plan calls for the removal of all large trees on the property (some heritage). In response to direct questions at design review committee meetings, it was stated that the trees in the north east corner of the property would remain. The architect pointed out this feature on drawings them present. Plan now calls for removal of all large trees.
  - Trees support wildlife, little of which is referenced in the report. Currently there is an active Great Horned Owl nest in the trees, which has been present for at least 5 years. Red Tail Hawks roost in the trees virtually every day, and every several years nest in the trees and birth offspring. Golden Eagles are spotted in the trees several times a year.
- The report discusses visual impacts at length. Most attention is focused on visual impacts from the trail, and mitigation of those impacts. While the structures will not block site lines for up-hill residents, up-hill residents get to look down on the property and structures, and as is typically the case, at the least attractive façade of a building – the roof. Little attention is paid to up-hill neighbors other than references to site lines. A notation on page 3-13 of the report indicates that “solid wooden backyard fences” would prevent light intrusion on surrounding properties. Has anyone looked at the neighborhood? There are virtually no solid wood fences facing the property, and since most residences up-hill of the site are above the property, such fences would have to be very tall to block out light from the site.
- Lighting is somewhat limited, but 10:30 PM shutoff is too late. This is especially true with respect to the dome and cross which would exceed current height limits. The dome and cross will be prominently lit at night and represent a significant light intrusion for the surrounding neighborhood.
- The report makes vague reference to wildlife on the property. It indicates that surveys will/should be done. These should already be done as part of this EIR.

The report prominently mentions bats, but no one in the neighborhood has ever seen a bat (report indicates bat habitat has been found at some distance from the property). The heritage trees in question on the property are currently home (for the last 5 years at least) to a Great Horned Owl nest, and alternating years a family of Red Tailed hawks nests in the trees. Many birds of prey frequently roost in the trees – red tailed hawks, cooper's hawks, Peregrine falcons, kites, and an occasional golden eagle. Frequently grey herons and snowy egrets are seen on the property. The area has recently seen an increase in the population of quail, which routinely move onto the subject property. Deer are frequently seen moving through the area, and are spotting on the property almost nightly. Coyote also traverse the property on a frequent basis.

- General mention has already been made of issues related to the access road. More specifically, it is unclear about the placement of the road and impact on existing residents. At one point it is indicated that the road would be within 50-70 ft. of residences on the north and south of the road. At point, residents had calculated that the proposed road would take up most of the driveway of a home on the south side of the road, and come within 10 ft. of the garage door.
- San Miguel road is at best a narrow, dangerous, secondary road, with poor site lines around curves. There is no shoulder or curb lane for most of its length, and little or no room for any expansion. At the site of the access road, San Miguel is two lanes. Typically, access to a facility which would generate the traffic volumes such as this project, the roadway would have turn lanes in both directions, as well as turnout and merge lanes. There is no room for any such traffic mitigation additions. Access to and from the property will most definitely cause congestion in that immediate area, and create an opportunity for traffic incidents at the site. Considering such congestion, what will the effects be on access by emergency vehicles to and around the site via San Miguel in case of an incident, when the roadway is congested with traffic?
- Traffic studies referred to within the report seem to ignore the impact on traffic flow between the access road and Treat Blvd. What is the impact at the intersection of Treat and San Miguel for the volume of cars that will travel to and from the church on a routine basis. That is already a difficult intersection to navigate at the best of times.
- Parking at the church site is limited. Given the capacity of the church, the on-site parking cannot accommodate that capacity. This will certainly impact the surrounding community.
- Once again, an impact is rated as less than significant with respect to sound. Considering all the variables mentioned in the report, and the existing state of the property, any increase in sound from vehicles, mechanical equipment, or on-site events would represent a significant increase in noise for the surrounding neighborhood.
- Projected attendance at the church indicates a deficit of parking. Possible solutions are indicated as street parking on San Miguel, and opening up access to the church property through Via Montanas. If you can't provide onsite parking for the facility of the size/capacity you are building, downsize the facility or build elsewhere. Don't make it the problem of the surrounding neighborhood.

- The potential impact of access to the church property along Via Montanas and through the Lime Ridge neighborhood would be dramatic. The increase in traffic would alter the quiet residential nature of the area, and bring noise and congestion to a quiet area. Yes the “peak” traffic would be concentrated into a relatively short time span, but such access would increase general traffic (including commercial) to the property on a continual basis. In addition, access to the property across Via Montanas would also open up the potential for use of neighborhood streets for church parking which has already been indicated as inadequate for full capacity. The intent of the 1977 bond that funded the Lime Ridge Open Space was to prevent future development on the property. Access to the church property through Via Montanas would certainly violate the intent of that bond, and should NEVER be considered.



**Lenhardt, Ryan**

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**From:** Iqbal Parupia <iqparzero@live.com>  
**Sent:** Tuesday, October 09, 2012 9:51 AM  
**To:** Lenhardt, Ryan  
**Subject:** Construction of Orthodox Church on San Miguel Road

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City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Dr., MS/53  
Concord CA 94519

Dear Mr. Ryan Lenhardt,

My family moved to our home on Via Montanas over 14 years ago, for the small town neighborhood, access to Lime Ridge open space, low traffic, nature and nature. Another big factor in purchasing our home was that Via Montanas has only one access of getting in and out of the neighborhood. Since moving to Via Montanas, we have seen a steady increase in traffic. While some can be attributed to our neighborhood and several small developments off San Miguel, the majority of the increased traffic has been from drivers wanting to get from Treat to Monument/Galindo/Cowell or vice versa. The dog park down the hill already creates lot of traffic congestion. We have to be extra careful when driving down the street. The existing land where the Orthodox Church is planning a building would be better left undeveloped. This property would support maybe a few single family homes at best, certainly not a 23,280 square feet, four building facility surrounded by family homes.

My main concern is the traffic report at the end of the development plan. We believe it's flawed. While it has many formulas used to determine the traffic impact to our small streets, I think it neglects a key fact. We have, somewhat begrudgingly, adapted to the slow increase in traffic over the years. But this project will add 300+ trips (per the report), more for the weekends and even more the three day event that the church has. Add to that, the weddings, funerals, etc. In one fell swoop, we will be fighting just to get out of our own driveways, let alone go to the store, or get to any appointments. A few years ago, the city put in speed bumps, which has also affected the traffic flow. Frankly I don't really know how residents along San Miguel have been able to cope with the traffic now. In reading the last part of the report regarding the Via Montanas access option, it has some comments that the impact is largely due to residents perceptions and that the San Miguel/Via Montanas option could potentially alleviate the need to reconstruct the bridge and access road. This is NOT acceptable to the property owners on Via Montanas, who have been living and paying taxes for many years in Concord. This project is not a good choice for anyone on San Miguel or Via Montanas, period! We are OPPOSED to the variance and mitigated negative declaration, as it WILL certainly affect our quality of life, through increased traffic, noise, increased impacts to the wildlife, trails, and increased criminal activity in the neighborhood. I would also like to point out that any access from Via Montanas would further decrease property values in the neighborhood. This will further impact the City of Concord by decrease in property tax revenues.

In summary. I am opposed to the building of the Church due to the negative impact it will have to our neighborhood. I believe and hope that the Church would find an alternative location to build their place of worship.

Thank you,

Iqbal Parupia

City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Dr., MS/53  
Concord CA 94519

October 8, 2012

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OCT 11 2012

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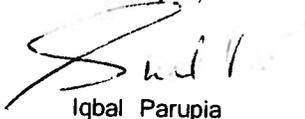
Dear Mr. Ryan Lenhardt,

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In summary, I am opposed to the building of the Church due to the negative impact it will have to our neighborhood. I believe and hope that the Church would find an alternative location to build their place of worship.

Thank you,



Iqbal Parupia  
970 Via Montanas  
Concord. CA 94518

**Lenhardt, Ryan**

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**From:** Christine A. Parupia <parupiaid@hotmail.com>  
**Sent:** Tuesday, October 09, 2012 9:04 AM  
**To:** Lenhardt, Ryan  
**Subject:** Against the Orthodox church construction on San Miguel Road

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PLANNING

Dear Mr. Ryan Lenhardt,

My family moved to our home on Via Montanas over 14 years ago, for the small town neighborhood, access to Lime Ridge open space, low traffic, and nature. Since moving to Via Montanas, we have seen a steady increase in traffic. While some can be attributed to our neighborhood and several small developments off San Miguel, the majority of the increased traffic has been from drivers wanting to get from Treat to Monument/Galindo/Cowell or vice versa. The existing land left undeveloped would support maybe a few single family homes at best, certainly not a 23,280 square feet, four building facility surrounded by family homes.

My main concern is the traffic report at the end of the development plan. We believe it's flawed. While it has many formulas used to determine the traffic impact to our small streets, I think it neglects a key fact. We have, somewhat begrudgingly, adapted to the slow increase in traffic over the years. But this project will add 300+ trips (per the report), more for the weekends and even more the three day event that the church has. Add to that, the weddings, funerals, etc. In one fell swoop, we will be fighting just to get out of our own driveways, let alone go to the store, or get to any appointments. A few years ago, the city put in speed bumps, which has also affected the traffic flow. Frankly I don't really know how residents along San Miguel have been able to cope with the traffic now. In reading the last part of the report regarding the Via Montanas access option, it has some comments that the impact is largely due to residents perceptions and that the San Miguel/Via Montanas option could potentially alleviate the need to reconstruct the bridge and access road. This is NOT acceptable to the property owners on Via Montanas, who have been living and paying taxes for many years in Concord. This project is not a good choice for anyone on San Miguel or Via Montanas, period! We are OPPOSED to the variance and mitigated negative declaration, as it WILL certainly affect our quality of life, through increased traffic, noise, increased impacts to the wildlife, trails, and increased criminal activity in the neighborhood. I would also like to point out that any access from Via Montanas would further decrease property values in the neighborhood. This will further impact the City of Concord by decrease in property tax revenues.

We believe that it would be in the best interest of everyone to have the Orthodox Church find an alternative location.

Thank you,

Christine Parupia

## Lenhardt, Ryan

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**From:** Randi Adair <RADAIR@dfg.ca.gov>  
**Sent:** Tuesday, October 09, 2012 10:22 AM  
**To:** Lenhardt, Ryan  
**Subject:** IS/MND for St. Mary/St. Mina's Coptic Orthodox Church

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Hi Ryan,

I received a call from a citizen with concerns about the CEQA documentation that was prepared for the St. Mary/St. Mina's Coptic Orthodox Church. DFG did not receive notice of this project and will be unable to submit formal comments during the public comment period, which ends tomorrow. However, I did take a look at the IS/MND and wanted to submit a couple of comments by email.

The IS/MND implies that DFG takes jurisdiction over "blue line" streams only. This is incorrect. DFG's jurisdiction under the Lake and Streambed Alteration Program covers any feature with a defined bed and banks that drains to a downstream location. The IS/MND indicates that the project site contains an ephemeral stream channel that drains to a culvert. Based on the information provided, this feature appears to be jurisdictional, the project applicant should submit a Notification of Streambed Alteration for the proposed fill and energy dissipater. Please refer to our website at: <http://www.dfg.ca.gov/habcon/1600/>.

The IS/MND states that "[t]he disturbed, annual grassland habitat on the site...may provide potential habitat at some time during the life-cycle of the California tiger salamander, California red-legged frog,...and some potentially rare annual and perennial plants." While the IS/MND contains mitigation for nesting birds and bats, there is no mitigation for the listed amphibians or rare plants. To avoid impacts to these species, the IS/MND should include botanical surveys during the appropriate blooming period and pre-construction surveys for CRLF and CTS. If the project is found to have potential for take of listed species, the applicant should obtain incidental take coverage under the state and federal Endangered Species Acts.

Thank you for the opportunity to comment. Please contact me if you have any questions about these recommendations.

Randi Adair, Environmental Scientist  
Bay Delta Region  
California Department of Fish & Game  
7329 Silverado Trail  
Napa, CA 94558  
Telephone: (707) 944-5596  
Fax: (707) 944-5563  
Email: [radair@dfg.ca.gov](mailto:radair@dfg.ca.gov)

**Lenhardt, Ryan**

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**From:** Casey Case <Casey@dgates.com>  
**Sent:** Tuesday, October 09, 2012 10:49 AM  
**To:** Lenhardt, Ryan  
**Subject:** Via Montanas Resident- Concerns for St Mary and St John Epitio Orthodox Church Development

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PLANNING

Good Morning,

The latest Initial Study / Mitigated Negative Declaration was sent to me by a neighbor. I appreciate the clarity of the format and presentation. I did, however, have some outstanding concerns.

My husband and I purchased our house on Via Montanas last year. We were attracted to the proximity of open space and the character of the neighborhood. We were upset to hear that a church may be developed so close to our home. We felt that we purchased our home in good faith that the zoning dictated our immediate proximity stay homes, open space and trail. I am not seeing the compelling argument to alter the zoning.

My husband and I feel that adding a church is commercialization of a residential zone and it drastically alters the character of our neighborhood.

There is no benefit for the residents of the area. We only get the increased amount of traffic and inconvenience of construction.

I often walk, bike and run this trail and would be distraught to be hindered by a traffic or safety conflict.

Thank you for hearing and considering our objections to this project. We appreciate the forum in which we can express our opinion.

## Spilman, Grant

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**From:** Casey Case <Casey@dgates.com>  
**Sent:** Tuesday, October 09, 2012 11:06 AM  
**To:** Zoning; carol.johnson@ci.concord.us; Munneke, Cathy  
**Subject:** Via Montanas Resident- Concerns for St Mary and St Mina Coptic Orthodox Church Development

Good Morning,

The latest Initial Study / Mitigated Negative Declaration was sent to me by a neighbor. I appreciate the clarity of the format and presentation. I did, however, have some outstanding concerns.

My husband and I purchased our house on Via Montanas last year. We were attracted to the proximity of open space and the character of the neighborhood. We were upset to hear that a church may be developed so close to our home. We felt that we purchased our home in good faith that the zoning dictated our immediate proximity stay homes, open space and trail. I am not seeing the compelling argument to alter the zoning.

My husband and I feel that adding a church is commercialization of a residential zone and it drastically alters the character of our neighborhood.

There is no benefit for the residents of the area. We only get the increased amount of traffic and inconvenience of construction.

I often walk, bike and run this trail and would be distraught to be hindered by a traffic or safety conflict.

Thank you for hearing and considering our objections to this project. We appreciate the forum in which we can express our opinion.

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**Lenhardt, Ryan**

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**From:** mike@bayoakbenefits.com  
**Sent:** Tuesday, October 09, 2012 11:03 AM  
**To:** Johnson, Carol  
**Cc:** Lenhardt, Ryan; John Pelosi  
**Subject:** Letter Regarding Proposed Church Development at 930 San Miguel Road  
**Attachments:** Signed Church Letter.pdf

Carol,

Nice speaking with you again, per our discussion see attached.  
I will also mail a hard copy today.  
Thank you.

**Mike Pelosi**  
**Bay Oak Benefits and Insurance Services**  
(925)768-5878  
(866)408-2608 fax

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October 7, 2012

TO: G. Ryan Lendhart, Senior Planner  
City of Concord Planning Division  
1950 Parkside Drive, MS/53 Building ID, Permit Center  
Concord, CA 94519

FROM: Mike Pelosi  
2910 Lane Drive  
Concord, CA 94518

RE: Proposed St. Mary/St. Mina's Coptic Orthodox Church Project at 930 San Miguel Road

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Ryan,

My name is Mike Pelosi and I live at 2910 Lane Drive in Concord off of San Miguel Road. This letter is in response to the "Notice of Intent to Adopt a Mitigated Negative Declaration" document I received for the proposed Coptic Church project located at 930 San Miguel Road. Based on numerous design review committee meetings and other interaction we've had regarding this project over the last several years I am fully confident you understand that I am adamantly against this specific project for development on this specific parcel location. In an attempt to condense my response and not write you a novel, I have decided to use bullet points to further illustrate many of my thoughts, concerns, and overall reasons why I feel this is the wrong project for development at 930 San Miguel Road. In no specific order they are as follows:

1 - **Zoning.** The parcel number in question is zoned RR 20 in both the former and recently updated general plan and zoning ordinance for City of Concord. This is an important aspect as beyond any specific land owners wishes, our city and its zoning regulations and planning department have already determined this area for single family residential development and re-confirmed that belief with the recent updating where it remained RR-20. For this reason alone you should not be able to build a commercial building.

2 - **Traffic impact** As someone who has lived in this neighborhood for 30+ years, you truly must live here to fully grasp the severity. The transformation of San Miguel Road over the years as a cut through from Treat to Monument along with natural growth has led to tremendous increase in car volume and building a destination type structure off San Miguel would cause huge traffic impact and safety issues due to the new volume ..... especially when that development is proposing to host weekly mass events that will draw 300 people every Sunday and 600+ people when they host additional events. The Mitigated Negative Declaration document provided by the church does not even address the intersection at San Miguel Road and Treat Blvd. This intersection will be tremendously impacted if the proposed project moves forward and a more in depth traffic study and/or official Environmental Impact Report needs to be done to address this issue. There is also a number of homes in that region that will be directly affected and they need to be made aware.

**3 – Safety** This point is applicable in conjunction with my concern regarding traffic impact for many reasons. First, those of us who have chosen to spend our hard earned money and purchase homes in this neighborhood have partly done so for the natural landscape environment that it provides. It's almost as if this neighborhood has retained its charm from years past by retaining a 2 lane winding, tree filled road that runs along a creek with open space seemingly right at your fingertips. Many of us Concord residents access both Lime Ridge Open Space and the canal trail daily off of access roads that connect to San Miguel Road. The fact that the canal trail itself crosses over the driveway access point to the proposed project parcel is a huge concern. With daily, weekly, and yearly events that may draw crowds of 100 - 600+ people there is sure to be serious accidents that will occur and possibly be catastrophic.

**4 – Parking.** Along with traffic impact and subsequent safety issues, where does everyone who gathers at this proposed church plan to park? With scheduled events of up to 300 people weekly and 600+ when hosting an event, this problem is insurmountable for this proposed project. There is no way they can address and/or mitigate this concern. Appendix E, page 25 of the "Notice of Intent to Adopt a Mitigated Negative Declaration" document attempts to address this very topic and although the proposed church project is meeting the City of Concord code requirements (*City of Concord, Municipal Code- Article VII- Off-street parking facilities- Section 122-5-45 Code 1965 Ord No 713 Ord No 1169*) by providing the LEGAL MINIMUM of 99 parking spaces when developing an assembly area with 297 seat occupancy, when addressing future parking demand the proposed solution is "supplemental parking would be street spaces on San Miguel Road beginning north of Lanway Court". Not only is this an unacceptable option to any logical thinking adult as there are not enough spaces there to satisfy the need, I would guess a maximum of 5 – 10 spots..... but currently no one parks there anyway as it's a pretty busy road, neighbors don't want it to be for regular parking, etc. City of Concord has a moral and professional responsibility to make sure all those residents/homeowners are aware that their front yard street access location is not only the future, but more realistically current overflow parking solution for this proposed church development. Furthermore, how does City of Concord plan on insuring the safety of those folks who would potentially park on San Miguel Road and walk to the proposed site location when much of San Miguel Road does not have sidewalks?

**5 – Neighborhood Aesthetics** The proposed project does not fit the natural landscape of the area by any means. All other buildings in the area are single family residential properties and building a large church with a huge dome top, other multi purpose buildings, a large parking lot, chapel, etc. will destroy the look of both our neighborhood and the open space. As a reference point for the area, my lot at 2910 Lane drive is one of the most similar lots to the Church's lot at 930 San Miguel Road. Mine is 1.52 acres and I have a single family house on it that is approximately 1903 square feet. Furthermore, the aesthetics of such a proposed project will have a huge negative impact on the thousands of Concord residents that access and utilize the Contra Costa Canal Trail daily.

**6 – Property Value** There is no doubt that a project such as the proposed church will have a negative impact on the value of the surrounding neighborhood properties. It will further drive down our value and that is not something I can accept. How does the City of Concord plan to address these concerns? As an owner in such close proximity to a potential church development I will be forced to absorb all the negative intangibles it brings and my property value will decrease.

**7 – Future Church Growth.** Although obvious, this point seems to be taken quite lightly by City of Concord officials in previous discussions regarding this proposed development. Not only is the proposed project for a sizable congregation currently, how will the city address development requests as facility needs increase and the congregation grows? Large amounts of historical data exist that justify once a church is built, the congregation numbers will almost always grow in the positive manner. In this specific proposed project for St. Mary/St. Mina's, that point is only further justified when looking at the destination type structures they're proposing to develop.....classrooms, multipurpose buildings, chapel, courtyard, , etc. I believe in previous negotiations with the city St. Mary/St. Mina's church was proposing to host overnight camps, basketball facilities, etc. beyond the common type events for churches such as masses, weddings, festival, celebrations, etc. All this development, recreation, gathering, and worshipping will only lead to a larger congregation with additional facility/parking needs and increased traffic.

**8 – Open Space.** Threat of additional roadways being built through open space is absolutely unacceptable. The church addresses this as an option in their document on Appendix E, page 27 in the section titled 'Alternative Access from Via Montanas'. The integrity and borders of Lime Ridge Open Space must be maintained and many of us who live in this area bought here because of Lime Ridge, not too mention the thousands of City of Concord residents who utilize this park daily. This option they present is totally unacceptable.

**9 – Precedence.** Former owner of this parcel in question (930 San Miguel Road) was Mike Landini. He too wanted to develop on the site and originally applied for permits to build 7 single family homes. Due to access and neighborhood concerns I believe his final approval from the City of Concord Planning Commission was to build 4 single family homes as they felt 7 would be too much impact to the neighborhood and access roads as well as overall safety concerns, etc. So, precedence has been set for what is an acceptable project to build on this specific lot in question. The proposed church project is much larger in scale than 4 single family residential homes, so an approval would not only go against the precedence that's been set by past City of Concord Planning Commission, but it would raise a major legal issue for the City of Concord. Legal issue in terms of Mr. Landini as a former owner/developer, how would he feel if his prior application was denied and then the next owner gets a much larger project approved by the same City Board?

**10 – Mitigated Negative Declaration VS. Environmental Impact Report.** Due to the severity of the proposed project, it is unacceptable for the applicant to not produce and provide a formal environmental impact report to both City of Concord staff but also concerned residents. There are just too many factors being glossed over that need more detail. The mitigated negative declaration report is not detailed enough or acceptable.

**11 – Protected Trees and Other Protected Wildlife.** Per new regulations adopted by City of Concord many of these trees are protected and their remains active raptor nesting in the trees, as well as owls, foxes, salamanders, frogs, etc. and many additional species that are protected. For this reason alone

along with possible protected species like red legged frogs, a full Environmental Impact Report needs to be provided.

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Regards,



Mike Peics  
2910 Lane Drive  
Concord, CA 94518  
(925) 682 3009

October 7, 2012

TO: G. Ryan Lendhart, Senior Planner  
City of Concord Planning Division  
1950 Parkside Drive, MS/53 Building D, Permit Center  
Concord, CA 94519

FROM: Mike Pelosi  
2910 Lane Drive  
Concord, CA 94518

RE: Proposed St. Mary/St. Mina's Coptic Orthodox Church Project at 930 San Miguel Road

RECEIVED  
OCT - 9 2012  
PLANNING

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2 - **Traffic impact** As someone who has lived in this neighborhood for 30+ years, you truly must live here to fully grasp the severity. The transformation of San Miguel Road over the years as a cut through from Treat to Monument along with natural growth has led to tremendous increase in car volume and building a destination type structure off San Miguel would cause huge traffic impact and safety issues due to the new volume..... especially when that development is proposing to host weekly mass events that will draw 300 people every Sunday and 600+ people when they host additional events. The Mitigated Negative Declaration document provided by the church does not even address the intersection at San Miguel Road and Treat Blvd. This intersection will be tremendously impacted if the proposed project moves forward and a more in depth traffic study and/or official Environmental Impact Report needs to be done to address this issue. There is also a number of homes in that region that will be directly affected and they need to be made aware.

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**4 – Parking.** Along with traffic impact and subsequent safety issues, where does everyone who gathers at this proposed church plan to park? With scheduled events of up to 300 people weekly and 600+ when hosting an event, this problem is insurmountable for this proposed project. There is no way they can address and/or mitigate this concern. Appendix B, page 25 of the "Notice of Intent to Adopt a Mitigated Negative Declaration" document attempts to address this very topic and although the proposed church project is meeting the City of Concord code requirements (*City of Concord, Municipal Code, Article VII: Off-street parking facilities, Section 122-545 Code 1965 Ord. No. 713 Ord. No. 1169*) by providing the LEGAL MINIMUM of 99 parking spaces when developing an assembly area with 297 seat occupancy, when addressing future parking demand the proposed solution is "supplemental parking would be street spaces on San Miguel Road beginning north of Lanway Court". Not only is this an unacceptable option to any logical thinking adult as there are not enough spaces there to satisfy the need, I would guess a maximum of 5 – 10 spots.....but currently no one parks there anyway as it's a pretty busy road, neighbors don't want it to be for regular parking, etc. City of Concord has a moral and professional responsibility to make sure all those residents/homeowners are aware that their front yard street access location is not only the future, but more realistically current overflow parking solution for this proposed church development. Furthermore, how does City of Concord plan on insuring the safety of those folks who would potentially park on San Miguel Road and walk to the proposed site location when much of San Miguel Road does not have sidewalks?

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Regards,



Mike Pelosi  
2910 Lane Drive  
Concord, CA 94518  
(925) 682-3009

## Lenhardt, Ryan

---

**From:** Susan Ross <susanrosch.ross@gmail.com>  
**Sent:** Tuesday, October 09, 2012 12:42 PM  
**To:** Lenhardt, Ryan  
**Subject:** Comments to the City of Concord for Proposed Church Project at 930 San Miguel Road, Concord, CA 94518  
**Attachments:** S.Ross Ltr to City of Concord (2012-10-09).pdf

## SUSAN L. ROSS

941 Tyler Court, Concord, California 94518 (510) 919-3440

[susanrosch.ross@gmail.com](mailto:susanrosch.ross@gmail.com)

October 9, 2012

G. Ryan Lenhardt, Senior Planner  
City of Concord  
1950 Parkside Drive, MS/53  
Concord, CA 94519

RECEIVED  
OCT - 9 2012  
PLANNING

Re: Project: St. Mary's/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road

Dear Mr. Lenhardt:

I live at 941 Tyler Court, one of the residences immediately adjacent to the St. Mary's/St. Mina's Coptic Orthodox Church project ("Project"). I have reviewed the September 10, 2012 Initial Study / Mitigated Negative Declaration ("Study/Declaration"), and have several concerns and requests I would like the Planning Division to consider.

Traffic – Mitigation Measure XVI-1A proposes to install an all-way stop sign at the Project access on San Miguel Road; Mitigation Measure XVI-1B proposes to destroy a prominent tree-bush screen between the Project access roadway and adjacent private driveway as well as relocate existing neighbor mailboxes; and Mitigation Measure XVI-2A admits to considerable vehicle queuing. *All proposed traffic mitigations clearly demonstrate that if built, this Project will have significant impact to and overwhelm the surrounding neighborhood.*

Wildlife Environment – The swale at the bottom of my property is shared with the Project. The swale attracts an abundance of wildlife year round: deer, coyote, fox, skunks, ground squirrels, birds and frogs. Birds that frequent this area include turkey vultures, red-tail hawks, resident owls, ducks, and great blue herons. *Building this church facility as designed will sit on top of this unique environment and permanently drive the wildlife away.*

Noise / Lights – According to the Declaration/Study the finished floor elevation of my residence, 941 Tyler Court, is at elevation 167 (see pg. 3-56). Elevation 167 is quiet; I clearly hear bird songs, coyote yips, crickets and frogs. If built, this Project will sit directly downhill from my house, generate unwanted noise straight up the hill, and I will no longer hear the wildlife around me. *Instead, I would hear church activities well into the evening since Project classrooms would butt up against my property.* Lights from church

structures would significantly impact my evening ambience; *I would even see into classrooms from my patio and yard.*

Sight Line – Figures 3-2 and 3-4 as shown in the Study/Declaration photosimulate part of the Project's structure and provide a meaningful rendition of a structure and how it may look on the property as viewed from the front and side. *I respectfully request Project architects provide photosimulations of the entire project at elevation 167, as seen from my patio.*

Property Line – The line between my property, 941 Tyler Court, and the Project property is designated by an existing wire fence which has fallen down in places making the property line very unclear. *I request the Project surveyor provide the following: construct official surveyor markers to physically delineate the property boundaries between the Project and my property; and a copy of the written survey.*

Landscaping – The Study/Declaration indicates the Project would destroy a number of large trees and retain a "tree grove" in the northeast corner of the Project (see pg. 3-7). *I request Project landscapers provide 1) photographs, and 2) physical markings of specific trees to be removed as well as the "tree grove" to remain.*

The Study/Declaration proposes trees to be planted along the eastern property lines to adjacent residences on Tyler Court (see pg. 3-7). This includes my property at 941 Tyler Court. Proposed trees for planting include coastal live oaks, coastal redwoods, California bays and valley oaks. *I request 1) the Project landscaper provide detailed information to include specific locations and tree types for proposed planting, and 2) because these are very slow growers, a certified arborist be employed to ensure fully grown trees would be integrated into Project.*

My property and the surrounding neighborhood provide a unique rural environment and a feeling of private tranquility that I have enjoyed since moving in a year ago. I fear the unique ambience will be greatly compromised if this Project is constructed, and I respectfully request that it not be allowed to go forward.

Thank you for your consideration.

Kind regards,

Susan L. Ross

Enclosure: Formatted pdf copy of above correspondence

# SUSAN L. ROSS

941 Tyler Court, Concord, California 94518 (510) 919-3440

susanrosch.ross@gmail.com

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**Lenhardt, Ryan**

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**From:** Dennis Yee <dc\_yee@yahoo.com>  
**Sent:** Tuesday, October 09, 2012 12:58 PM  
**To:** Lenhardt, Ryan  
**Subject:** Response to Request for Comment on Notice Of Intent to Adopt A Mitigated Negative Declaration - St. Mary/St. Mina Coptic Orthodox Church Project

Dear Mr. Lenhardt,

As we discussed over the phone, you will find our response to said Notice of Intent to Adopt a Mitigated Negative Declaration. Thank you in advance for your kind consideration of our comments

Dennis Yee

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OCT - 9 2012

PLANNING

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October 9, 2012

To: City of Concord. Attn: G. Ryan Lenhardt  
From: Dennis and Martha Yee -- 966 Via Montanas, Concord  
Re: Notice of Intent to Adopt a Mitigated Negative Declaration (Assessor Parcel No. 130-261-002) -- Proposed St. Mary/St. Mina's Coptic Orthodox Church Project

Dear Mr. Lenhardt:

We would like to register our disapproval of a plan to allow the St. Mary/St. Mina Coptic Orthodox Church to build their proposed facility on 930 San Miguel Road, Parcel No. 130-261-002.

We are among a proud group of original residents of the Limeridge II neighborhood in Concord. Since 1986, we have enjoyed living in this city, passing up many opportunities to move closer to places of employment. Each time we felt the urge to move, we felt the pull of the rural beauty of the area and the bucolic open space that surrounds the neighborhood, deciding to stick with a long commute in exchange for the benefits of living in this beautiful part of Concord.

We have been told by many realtors that our community adjacent to the Lime Ridge Open Space is considered one of the "gems" of the city - a successful example of how residential development and urban open space can coexist and thrive. Our neighborhood is by nature, peaceful and isolated. For many years, city zoning has protected this area noted for its nature preservation and recreation, maintaining the integrity of the Lime Ridge Open Space ecosystem. With the open space and the Contra Costa canal system "in our backyard", our community has been a magnet for families and other city residents who love to bike, walk, hike, observe wildlife and commune with nature.

The main vehicular artery through our area is San Miguel Road. Over the years, we have seen this narrow, serpentine, country back road turn into an overused shortcut between Treat and Monument Boulevards. On countless occasions, we have witnessed speeding cars tailgating us and oncoming traffic crossing the center line dangerously headed towards us as they negotiated tight curves. Most drivers ignore the posted speed limits.

Drivers have passed us even at night on this darkly-lit, winding, narrow road. Countless wildlife in the area have suffered as evidenced by the increasing road kill sightings on San Miguel. In our opinion, the addition of speed bumps to calm traffic has increased driver frustration with people like us who drive the speed limit, but has not decreased aggressive or reckless driving behaviors.

We share this introduction as a backdrop for our concerns about the plan.

The proposed plan by the church to build a facility comprising a sanctuary, classrooms, a chapel and a multi-use building with courtyards and patios for large gatherings puts in jeopardy the community the city has in the past protected. Rather than enhancing the integration of residential development and urban open space, this project introduces a development that is totally inconsistent with its broad surrounding area – a massive, non-residential facility that will trigger a recurring transient migration of non-local community residents to and from the neighborhood, amplifying the already dangerous driving situation on San Miguel Road and opening up the surrounding community to encroachment when attendance exceeds the church's capacity to provide sufficient parking. The project's property is designated as Rural Residential, zoned for single-family homes with a 20,000 square foot minimum lot size. The asymmetrical action to allow this facility in a low density, residential area could threaten property values. Our neighborhood has already experienced a significant drop in home values due to the recent recession. We urge the planning commission to avoid triggering the unintended consequence of further value erosion. We want the city to uphold its zoning requirements, stand for maintaining the integrity of the city's communities and protect the standard of living this "gem" of a neighborhood offers to current and future residents.

We understand that the church has outlined a use schedule that entails occupancy during Sunday services and for activities during weeknights. The incumbent disturbances caused by amplified noise and light would alter the quality of life for area residents. Also, neighbors have informed us that this project will obliterate an important source of drinking water for area wildlife. Our neighborhood's tranquil nature and abundance of wildlife are of tremendous value to the residents. Use of this church facility for services, celebrations and social gatherings, plus an annual festival attracting up to 600 people would erode its defining rural character. This represents an intrusion into our community.

Ostensibly, the proposed placement of a non-resident, high-density use facility adjacent to the Contra Costa Canal trail and Lime Ridge open space also places at risk the solitude users yearn to enjoy safely. Crowds of people and cars will create bottlenecks and traffic risks on the Contra Costa Canal trail used by bikers, joggers and dog walkers. The open space was meant to provide opportunities for secluded access to nature, reinforced by the limited public parking made available by the city. The placement of a church with parking in proximity to the open space could very well introduce large groups into the open space, reducing its value to those who seek its isolation.

We are members of a church in Concord. It is located in an area zoned for a church structure. It actively serves the local community and relishes the opportunity to attract and serve the diverse nationalities resident in its local community. Conversely, there is a high probability that St. Mary St. Mina Coptic Orthodox Church will end up being an isolated exclave set apart from the community it intends to enter. According to the church's North America bylaws, St. Mary St. Mina is an indivisible part of the Coptic Orthodox Church in Alexandria, Egypt and derives its authority to function from a synod located in that city. Its traditions and mission focus are on serving members of the Egyptian Christian (Copts) community in the region, and not the community in which it would be carving out an operating base.

We request that the City of Concord take decisive action to stand against the project applicant, and stand with and support the families that reside in the affected area.

Sincerely,

Dennis and Martha Yee

**Lenhardt, Ryan**

---

**From:** Liz McCurdy <mccurdyliz@yahoo.com>  
**Sent:** Tuesday, October 09, 2012 5:51 PM  
**To:** Lenhardt, Ryan  
**Cc:** Greg McCurdy  
**Subject:** San Miguel site for construction of church

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OCT - 9 2012  
PLANNING

Dear Mr. G. Ryan Lenhardt, Members of the Planning Commission, and City of Concord Planning Department,

Soon to come before you for consideration is a large development project, for St. Mary and St. Mina's Church that is close to my home.

An EIR was recently completed in September of this year. While the consultants found that extensive mitigation efforts could lessen the severity of issues found, I would like to draw your attention to the last few pages of the report. Starting on page 27 of Appendix E the alternative plan of using Via Montanas rather San Miguel Road as an access point is discussed. While I strongly oppose the entire project for reasons of noise, traffic, and alteration to the secluded nature of the neighborhood, the use of Via Montanas as the primary access point to the project is unacceptable. The report notes the increased problems using Via Montanas may pose, including an increase of traffic by 155% to 600% before and after services. I would like to add my personal voice to this distinction and would ask you to not consider the alternative access plan.

Thank you for your consideration and service to Concord. I look forward to working with you in maintaining Concord as a safe and enjoyable community to live in.

Elizabeth McCurdy  
Resident of Concord and Via Montanas  
for 20 years

**Lenhardt, Ryan**

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**From:** Greg McCurdy <gkm57@yahoo.com>  
**Sent:** Tuesday, October 09, 2012 11:09 PM  
**To:** Lenhardt, Ryan  
**Subject:** attn G. Ryan Lenhardt

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PLANNING

Dear Mr. G. Ryan Lenhardt, Members of the Planning Commission, and City of Concord Planning Department,

A large development project, for St. Mary and St. Mina's Church that is close to my home is under consideration to be built. I believe the seclusive location for this site adjacent to the bike trail is going to attract homeless and thugs into the site area. As it is now the South end of Via Montanas has problems with thugs and the north end has problems in the dog park. Fortunately our neighborhood watch can keep these areas viewed and call authorities when needed. The church site is tucked in a crevice of the hillside.

An EIR was completed in September of this year. While the consultants found that extensive mitigation efforts could lessen the severity of issues found, In the last few pages of the report starting on page 27 of Appendix E the alternative plan of using Via Montanas rather San Miguel Road as an access is discussed. While I strongly oppose the entire project for reasons of noise, traffic, and alteration to the secluded nature of the neighborhood, the use of Via Montanas as the primary access point to the project is unacceptable.

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Thank you for your consideration and service to Concord. I look forward to working with you in maintaining Concord as a safe and enjoyable community to live in.

Gregory McCurdy  
974 Via Montanas

**Johnson, Carol**

---

**From:** Nakamura, Mary on behalf of Concord City Council  
**Sent:** Thursday, October 11, 2012 12:03 PM  
**To:** Johnson, Carol  
**Subject:** FW: church building site for San Miguel/Via Montanas

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

RECEIVED  
OCT 11 2012  
PLANNING

**From:** Liz McCurdy [<mailto:mccurdyliz@yahoo.com>]  
**Sent:** Tuesday, October 09, 2012 6:14 PM  
**To:** Concord City Council  
**Cc:** Gregory McCurdy  
**Subject:** church building site for San Miguel/Via Montanas

Dear Honorable Members of the Concord City Council and City Manager,

Soon to come before you for consideration is a large development project, for St. Mary and St. Mina's Church which in the neighborhood of my home.

An EIR was recently completed in September of this year. While the consultants found that extensive mitigation efforts could lessen the severity of issues found, I would like to draw your attention to the last few pages of the report. Starting on page 27 of Appendix E the alternative plan of using Via Montanas rather San Miguel Road as an access point is discussed. While I strongly oppose the entire project for reasons of noise, traffic, and alteration to the secluded nature of the neighborhood, the use of Via Montanas as the primary access point to the project is unacceptable. The report notes the increased problems using Via Montanas may pose, including an increase of traffic by 155% to 600% before and after services. I would like to add my personal voice to this distinction and would ask you to not consider the alternative access plan.

We searched for our home for two years. We paid for the location in the price of our home. It is a desired location live and raise a family because homes are located on quiet street surrounded by nature. We have deer, pheasant, quail, owls, white tail kites, phoebe's, coyote, fox, red tail hawks and golden eagles all of these will be in danger of increased traffic and construction.

I believe the secluded location of the site will also attract the homeless and thugs to come off the bike trail into the area of this building opening up a whole new problem.

Thank you for your consideration and service to Concord. I look forward to working with you in maintaining Concord as a safe and enjoyable community to live in.

Elizabeth McCurdy  
Resident of 974 Via Montanas

**Lenhardt, Ryan**

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**From:** Jeff Frates <jeffrates@comcast.net>  
**Sent:** Tuesday, October 09, 2012 6:24 PM  
**To:** Lenhardt, Ryan  
**Subject:** Followup Comments

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Mr. Lenhardt;

I've already submitted comments on the MND report for St. Mina's church project, but after reviewing a new document, I would like to add an additional observation.

I've recently received and reviewed a letter to the City Of Concord from the CCWD (dated 10/8). In item 1 of the document is a discussion of water service to the property. As an alternative to building a pumping station, it was recommended that the project tie into water services at the end of Tyler Ct. The water pressure in the Lime Ridge development is already marginal. At my residence, I often don't have the pressure such that my sprinklers work properly. I've measure the pressure myself on several occasions and it falls below the minimum standards set by the CCWD. I've had the water district out on several occasions to test pressure, and it always is right at the minimum (40 PSI I believe), and therefore they won't do anything. Adding the church complex to an already under capacity system would most likely create even more problems for this neighborhood.

Jeff Frates  
3327 Rolling Meadow Ct.

**Lenhardt, Ryan**

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**From:** janet@dillassociates.com  
**Sent:** Tuesday, October 09, 2012 8:14 PM  
**To:** Lenhardt, Ryan  
**Subject:** Against Construction on San Miguel Road

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Hi Mr. Lenhardt:

My name is Janet Dill. On 4/13/12, I purchased a house located at 945 Tyler Court, Concord, California. I've only been here a few months, but this home has been a "little piece of heaven" for me. You see, my husband died on 7/8/10. I woke up to a dead husband. It's been the hardest thing I've ever had to go through. I lived in the home my husband passed in from 7/9/10 to 4/12/12. I wasn't healing so I finally decided to find a new home so I could start a new life. My new home is located at 945 Tyler Court, Concord, California. I've been here since 4/13/12. I'm a "country girl" and very pleased with my new home, the privacy, and the wild life. My neighbors have advised me that a church plans on building right at the bottom of my property. I don't know what kind of church it is, not that it matters. My concern is having any public organization located in an area where we have so much peace now. I understand they will be cutting down the most beautiful trees. I beg you from the bottom of my heart, please don't approve this. I would love to have you to my home so I can show you what I mean. My phone number is (925) 676-0253. I'm healing in my little "ranch" home. Please come and visit me and my neighborhood and please don't approve this project. Thank you so much for your time and consideration and God Bless you always!!!

Janet Dill ☺

## Lenhardt, Ryan

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**From:** Tiffany <tiffany913@earthlink.net>  
**Sent:** Tuesday, October 09, 2012 8:16 PM  
**To:** Lenhardt, Ryan  
**Cc:** tiffany913@earthlink.net  
**Subject:** Public Comment Response to "Notice of Intent to Adopt a Mitigated Declaration" for St. Mary/St. Mina's Coptic Church Project from 975 San Miguel Road Homeowners  
**Attachments:** Public Comment Response from 975 San Miguel Road to City of Concord.docx

October 9, 2012

G. Ryan Lenhardt  
Senior Planner  
City of Concord – Planning Division  
1950 Parkside Drive, MS/53 Building D, Permit Center  
Concord, CA 94519

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OCT - 9 2012

PLANNING

Re: Public Comment Response to "Notice of Intent to Adopt A Mitigated Negative Declaration" for St. Mary/St. Mina's Coptic Orthodox Church Project

Dear Mr. Lenhardt:

Thank you for the opportunity to review and respond to the "Notice of Intent to Adopt A Mitigated Negative Declaration" for St. Mary/St. Mina's Coptic Orthodox Church Project" at 930 San Miguel Road dated September 10, 2012. My husband and I own the home at 975 San Miguel Road which is affected by the proposed "St. Mary/St. Mina's Coptic Orthodox Church" project. We are against the proposed project, proposed zoning change, and the City's intent to adopt a Mitigated Negative Declaration under the California Environmental Quality Act. We request that the City does not approve the proposed project as it does not meet the current zoning code for the property; in addition, the proposed project will potentially lead to a significant increase of vehicular traffic on San Miguel Road and will potentially cause negative environmental impacts to the San Miguel Road residential area.

### Concern #1: Zoning Code for Proposed Project

The San Miguel Road area between Treat Blvd and Via Montanas along Lime Ridge Open Space is zoned residential/rural residential and should stay as such. The residential zoning for the San Miguel Road area, including the property being reviewed, should not be changed so that the safety, desirability, attractiveness, and home values - particularly during these difficult economic times - are maintained. Changing the zoning code for a large piece of property in the middle of the residential area to allow a church facility to be built goes against what this quiet part of Concord is known for.

### Concern #2: Increase in Vehicular Traffic

One of our biggest concerns about this proposed project are the adverse impacts to traffic safety in this area. Currently, the speed limit at San Miguel Road is 25 miles per hour and the road is used by the local homeowners. The church facility will cause a major increase in vehicular traffic and this part of San Miguel Road is not intended for this use. We can easily foresee the construction crew for the proposed project and users of the church facility not recognizing nor remembering that this is a residential area and not obeying the speed limits. We moved to this area of Concord so that our growing family can live along a quiet street and have a safe place to play outside at home, at Lime Ridge Open Space, and the trails along the Contra Costa Canal. Our family is out and about at the times that the church proposes to have their activities and this concerns us a great deal. The San Miguel Road area is not made to deal with the proposed increase in traffic related to the activities at the church facility and will be dangerously unsafe should the City proceed to approve the proposed project. The proposed mitigation measures XVI-1A (page 3-75), XVI-1B (page 3-75), and XVI-5

(page 3-77) are not sufficient since they are specific to the immediate area of the site only and does not address the rest of San Miguel Road area since the nearest major cross streets are Treat Blvd and Systron Court at Monument Road. In addition, the increase of vehicular traffic will decrease the value of our home since the street will become busier when the church facilities are used, particularly during the special events.

**Concern #3: Negative Environmental Impacts to Area**

We request that the City to not consider the adoption of a Mitigated Negative Declaration under the California Environmental Quality Act for the proposed project at this property. In addition, the proposed mitigated measures are wholly insufficient and substandard in the Initial Study. We disagree with the Planning Division staff's determination in the Initial Study with regard to:

- "The project will not have a detrimental effect upon either short-term or long-term environmental goals."
- "This project will not have impacts that are individually limited, nor cumulatively considerable."
- "This project will not adversely impact wildlife resources, and is therefore exempt from the fee requirements of Section 711.2 of the Fish and Game Code."

Specifically:

- Section IV – Wetlands: Wetlands are disappearing everyday and virtually irreplaceable and the recommendation to replace the impacted wetlands at another site at a 2:1 ratio is insufficient since wetlands can not be exactly replicated in another site. The loss of wetlands is also a loss of habitat for wildlife in the area. The filling of wetlands to build a parking lot for the church facility is not a long-term environmental conscientious solution.
- Section IX – Hydrology and Water Quality: The water quality impacts of the removal of the wetlands area and the use of impervious surfaces at the proposed project will greatly increase water runoff and degrade water quality in the area (Contra Costa Canal and Pine Creek) due to increased stormwater runoff and polluted runoff than stated in the Initial Study. The land at the property has been undisturbed and some of the water runoff from parts of the site have been filtered at the naturally-occurring wetlands on the property. The drastic change to grading the site and use of impervious surfaces by vehicles dramatically increases nonpoint source pollutants from the vehicles. There is no mention of specific low impact development best management practices to be implemented to address polluted runoff at the site in the Initial Study. The Integrated Management Practices identified on page 3-47 are too vague and insufficient to address the stormwater runoff for the site. Basically, it is not clear in the Initial Study of how the water quality in the area will be protected/maintained and how the management practices to be implemented will be enforced. The findings for Section IX, parts c, d, e, and f are incorrectly identified as "Less than Significant Impact" and should be identified as "Potentially Significant Impact."

We request that the City does not approve the proposed project as it does not meet the current zoning code for the property; in addition, the proposed project will potentially lead to a significant increase of vehicular traffic on San Miguel Road and will potentially cause negative environmental impacts to the San Miguel Road residential area. We ask for the City of Concord to reconsider the proposed project due to the negative ramifications to the San Miguel Road neighborhood and to not allow the proposed project to go forth.

Sincerely,

Tiffany and Eric Stone, Homeowners  
975 San Miguel Road, Concord

October 9, 2012

G. Ryan Lenhardt  
Senior Planner  
City of Concord – Planning Division  
1950 Parkside Drive, MS/53 Building D, Permit Center  
Concord, CA 94519

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OCT - 9 2012  
PLANNING

Re: Public Comment Response to “Notice of Intent to Adopt A Mitigated Negative Declaration” for St. Mary/St. Mina’s Coptic Orthodox Church Project

Dear Mr. Lenhardt:

Thank you for the opportunity to review and respond to the “Notice of Intent to Adopt A Mitigated Negative Declaration” for St. Mary/St. Mina’s Coptic Orthodox Church Project” at 930 San Miguel Road dated September 10, 2012. My husband and I own the home at 975 San Miguel Road which is affected by the proposed “St. Mary/St. Mina’s Coptic Orthodox Church” project. We are against the proposed project, proposed zoning change, and the City’s intent to adopt a Mitigated Negative Declaration under the California Environmental Quality Act. We request that the City does not approve the proposed project as it does not meet the current zoning code for the property; in addition, the proposed project will potentially lead to a significant increase of vehicular traffic on San Miguel Road and will potentially cause negative environmental impacts to the San Miguel Road residential area.

Concern #1: Zoning Code for Proposed Project

The San Miguel Road area between Treat Blvd and Via Montanas along Lime Ridge Open Space is zoned residential/rural residential and should stay as such. The residential zoning for the San Miguel Road area , including the property being reviewed, should not be changed so that the safety, desirability, attractiveness, and home values - particularly during these difficult economic times - are maintained. Changing the zoning code for a large piece of property in the middle of the residential area to allow a church facility to be built goes against what this quiet part of Concord is known for.

Concern #2: Increase in Vehicular Traffic

One of our biggest concerns about this proposed project are the adverse impacts to traffic safety in this area. Currently, the speed limit at San Miguel Road is 25 miles per hour and the road is used by the local homeowners. The church facility will cause a major increase in vehicular traffic and this part of San Miguel Road is not intended for this use. We can easily foresee the construction crew for the proposed project and users of the church facility not recognizing nor remembering that this is a residential area and not obeying the speed limits. We moved to this area of Concord so that our growing family can live along a quiet street and have a safe place to play outside at home, at Lime Ridge Open Space, and the trails along the Contra Costa Canal. Our family is out and about at the times that the church proposes to have their activities and this concerns us a great deal. The San Miguel Road area is not made to deal with the proposed increase in traffic related to the activities at the church facility and will be dangerously unsafe should the City proceed to approve the proposed project. The proposed mitigation measures XVI-1A (page 3-75), XVI-1B (page 3-75), and XVI-5 (page 3-77) are not sufficient since they are specific to the immediate area of the site only and does not address the rest of San Miguel Road area since the nearest major cross streets are Treat Blvd and Systron Court at Monument Road. In addition, the increase of vehicular traffic will decrease the value of our home since the street will become busier when the church facilities are used, particularly during the special events.

### Concern #3: Negative Environmental Impacts to Area

We request that the City to not consider the adoption of a Mitigated Negative Declaration under the California Environmental Quality Act for the proposed project at this property. In addition, the proposed mitigated measures are wholly insufficient and substandard in the Initial Study. We disagree with the Planning Division staff's determination in the Initial Study with regard to:

- *"The project will not have a detrimental effect upon either short-term or long-term environmental goals."*
- *"This project will not have impacts that are individually limited, nor cumulatively considerable."*
- *"This project will not adversely impact wildlife resources, and is therefore exempt from the fee requirements of Section 711.2 of the Fish and Game Code."*

Specifically:

- Section IV – Wetlands: Wetlands are disappearing everyday and virtually irreplaceable and the recommendation to replace the impacted wetlands at another site at a 2:1 ratio is insufficient since wetlands can not be exactly replicated in another site. The loss of wetlands is also a loss of habitat for wildlife in the area. The filling of wetlands to build a parking lot for the church facility is not a long-term environmental conscientious solution.
- Section IX – Hydrology and Water Quality: The water quality impacts of the removal of the wetlands area and the use of impervious surfaces at the proposed project will greatly increase water runoff and degrade water quality in the area (Contra Costa Canal and Pine Creek) due to increased stormwater runoff and polluted runoff than stated in the Initial Study. The land at the property has been undisturbed and some of the water runoff from parts of the site have been filtered at the naturally-occurring wetlands on the property. The drastic change to grading the site and use of impervious surfaces by vehicles dramatically increases nonpoint source pollutants from the vehicles. There is no mention of specific low impact development best management practices to be implemented to address polluted runoff at the site in the Initial Study. The Integrated Management Practices identified on page 3-47 are too vague and insufficient to address the stormwater runoff for the site. Basically, it is not clear in the Initial Study of how the water quality in the area will be protected/maintained and how the management practices to be implemented will be enforced. The findings for Section IX, parts c, d, e, and f are incorrectly identified as "Less than Significant Impact" and should be identified as "Potentially Significant Impact."

We request that the City does not approve the proposed project as it does not meet the current zoning code for the property; in addition, the proposed project will potentially lead to a significant increase of vehicular traffic on San Miguel Road and will potentially cause negative environmental impacts to the San Miguel Road residential area. We ask for the City of Concord to reconsider the proposed project due to the negative ramifications to the San Miguel Road neighborhood and to not allow the proposed project to go forth.

Sincerely,  
Tiffany and Eric Stone, Homeowners  
975 San Miguel Road, Concord

Johnson, Carol

---

**From:** Nakamura, Mary on behalf of Concord City Council  
**Sent:** Wednesday, October 10, 2012 4:53 PM  
**To:** Johnson, Carol  
**Subject:** FW: Concerns with "Notice of Intent to Adopt a Mitigated Declaration" for St. Mary/St. Mina's Coptic Church Project from 975 San Miguel Road Homeowners  
**Attachments:** Public Comment Response from 975 San Miguel Road to City of Concord.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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OCT 10 2012  
PLANNING

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

**From:** Tiffany [mailto:tiffany913@earthlink.net]  
**Sent:** Tuesday, October 09, 2012 8:25 PM  
**To:** Concord City Council  
**Subject:** Concerns with "Notice of Intent to Adopt a Mitigated Declaration" for St. Mary/St. Mina's Coptic Church Project from 975 San Miguel Road Homeowners

Attention: Mayor Ron Leone, Council Member Tim Grayson, and Council Member Daniel Helix

As tax-paying homeowners in the City of Concord at 975 San Miguel Road, we would like to bring to your attention our concerns with regards to a major proposed project in our neighborhood on San Miguel Road that the City of Concord's Planning Division is currently reviewing. The proposed project is the St. Mary/St. Mina's Coptic Church project in the middle of an area zoned for residential/rural residential uses only. Below and attached to this email is our response to the public comment for "Notice of Intent to Adopt a Mitigated Negative Declaration" for the proposed project. We are against this proposed project and would like the City Council to work with the community members in the San Miguel Road area to address our concerns.

We look forward to hearing from you in addressing our concerns.

Thank you-

Tiffany and Eric Stone  
975 San Miguel Road  
Concord, Ca 94518  
email: tiffany913@earthlink.net  
phone: 925 348-9899

-----Forwarded Message-----

>From: Tiffany <tiffany913@earthlink.net>  
>Sent: Oct 9, 2012 8:16 PM  
>To: ryan.lenhardt@ci.concord.ca.us  
>Cc: tiffany913@earthlink.net  
>Subject: Public Comment Response to "Notice of Intent to Adopt a  
>Mitigated Declartion" for St. Mary/St. Mina's Coptic Church Project  
>from 975 San Miguel Road Homeowners  
>  
>October 9, 2012  
>  
>G. Ryan Lenhardt  
>Senior Planner  
>City of Concord - Planning Division  
>1950 Parkside Drive, MS/53 Building D, Permit Center Concord, CA 94519  
>  
>Re: Public Comment Response to "Notice of Intent to Adopt A Mitigated Negative Declaration" for St. Mary/St. Mina's Coptic Orthodox Church Project

>  
>Dear Mr. Lenhardt:

>  
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>  
>Concern #1: Zoning Code for Proposed Project

>The San Miguel Road area between Treat Blvd and Via Montanas along Lime Ridge Open Space is zoned residential/rural residential and should stay as such. The residential zoning for the San Miguel Road area , including the property being reviewed, should not be changed so that the safety, desirability, attractiveness, and home values - particularly during these difficult economic times - are maintained. Changing the zoning code for a large piece of property in the middle of the residential area to allow a church facility to be built goes against what this quiet part of Concord is known for.

>  
>Concern #2: Increase in Vehicular Traffic

>One of our biggest concerns about this proposed project are the adverse impacts to traffic safety in this area. Currently, the speed limit at San Miguel Road is 25 miles per hour and the road is used by the local homeowners. The church facility will cause a major increase in vehicular traffic and this part of San Miguel Road is not intended for this use. We can easily foresee the construction crew for the proposed project and users of the church facility not recognizing nor remembering that this is a residential area and not obeying the speed limits. We moved to this area of Concord so that our growing family can live along a quiet street and have a safe place to play outside at home, at Lime Ridge Open Space, and the trails along the Contra Costa Canal. Our family is out and about at the times that the church proposes to have their activities and this concerns us a great deal. The San Miguel Road area is not made to deal with the proposed increase in traffic related to the activities at the church facility and will be dangerously unsafe should the City proceed to approve the proposed project. The proposed mitigation measures XVI-1A (page 3-75), XVI-IB (page 3-75), and XVI-5 (page 3-77) are not sufficient since they are specific to the immediate area of the site only and does not address the rest of San Miguel Road area since the nearest major cross streets are Treat Blvd and Systron Court at Monument Road. In addition, the increase of vehicular traffic will decrease the value of our home since the street will become busier when the church facilities are used, particularly during the special events.

>  
>Concern #3: Negative Environmental Impacts to Area We request that the

>City to not consider the adoption of a Mitigated Negative Declaration under the California Environmental Quality Act for the proposed project at this property. In addition, the proposed mitigated measures are wholly insufficient and substandard in the Initial Study. We disagree with the Planning Division staff's determination in the Initial Study with regard to:

>• "The project will not have a detrimental effect upon either short-term or long-term environmental goals."

>• "This project will not have impacts that are individually limited, nor cumulatively considerable."

>• "This project will not adversely impact wildlife resources, and is therefore exempt from the fee requirements of Section 711.2 of the Fish and Game Code."

>Specifically:

>• Section IV - Wetlands: Wetlands are disappearing everyday and virtually irreplaceable and the recommendation to replace the impacted wetlands at another site at a 2:1 ratio is insufficient since wetlands can not be exactly replicated in another site. The loss of wetlands is also a loss of habitat for wildlife in the area. The filling of wetlands to build a parking lot for the church facility is not a long-term environmental conscientious solution.

>• Section IX - Hydrology and Water Quality: The water quality impacts of the removal of the wetlands area and the use of impervious surfaces at the proposed project will greatly increase water runoff and degrade water quality in the area (Contra Costa Canal and Pine Creek) due to increased stormwater runoff and polluted runoff than stated in the Initial Study. The land at the property has been undisturbed and some of the water runoff from parts of the site have been filtered at the naturally-occurring wetlands on the

property. The drastic change to grading the site and use of impervious surfaces by vehicles dramatically increases nonpoint source pollutants from the vehicles. There is no mention of specific low impact development best management practices to be implemented to address polluted runoff at the site in the Initial Study. The Integrated Management Practices identified on page 3-47 are too vague and insufficient to address the stormwater runoff for the site. Basically, it is not clear in the Initial Study of how the water quality in the area will be protected/maintained and how the management practices to be implemented will be enforced. The findings for Section IX, parts c, d, e, and f are incorrectly identified as "Less than Significant Impact" and should be identified as "Potentially Significant Impact."

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>We request that the City does not approve the proposed project as it does not meet the current zoning code for the property; in addition, the proposed project will potentially lead to a significant increase of vehicular traffic on San Miguel Road and will potentially cause negative environmental impacts to the San Miguel Road residential area. We ask for the City of Concord to reconsider the proposed project due to the negative ramifications to the San Miguel Road neighborhood and to not allow the proposed project to go forth.

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> Sincerely,

Tiffany and Eric Stone, Homeowners  
975 San Miguel Road, Concord

October 9, 2012

G. Ryan Lenhardt  
Senior Planner  
City of Concord – Planning Division  
1950 Parkside Drive, MS/53 Building D, Permit Center  
Concord, CA 94519

Re: Public Comment Response to “Notice of Intent to Adopt A Mitigated Negative Declaration” for St. Mary/St. Mina’s Coptic Orthodox Church Project

Dear Mr. Lenhardt:

Thank you for the opportunity to review and respond to the “Notice of Intent to Adopt A Mitigated Negative Declaration” for St. Mary/St. Mina’s Coptic Orthodox Church Project” at 930 San Miguel Road dated September 10, 2012. My husband and I own the home at 975 San Miguel Road which is affected by the proposed “St. Mary/St. Mina’s Coptic Orthodox Church” project. We are against the proposed project, proposed zoning change, and the City’s intent to adopt a Mitigated Negative Declaration under the California Environmental Quality Act. We request that the City does not approve the proposed project as it does not meet the current zoning code for the property; in addition, the proposed project will potentially lead to a significant increase of vehicular traffic on San Miguel Road and will potentially cause negative environmental impacts to the San Miguel Road residential area.

Concern #1: Zoning Code for Proposed Project

The San Miguel Road area between Treat Blvd and Via Montanas along Lime Ridge Open Space is zoned residential/rural residential and should stay as such. The residential zoning for the San Miguel Road area , including the property being reviewed, should not be changed so that the safety, desirability, attractiveness, and home values - particularly during these difficult economic times - are maintained. Changing the zoning code for a large piece of property in the middle of the residential area to allow a church facility to be built goes against what this quiet part of Concord is known for.

Concern #2: Increase in Vehicular Traffic

One of our biggest concerns about this proposed project are the adverse impacts to traffic safety in this area. Currently, the speed limit at San Miguel Road is 25 miles per hour and the road is used by the local homeowners. The church facility will cause a major increase in vehicular traffic and this part of San Miguel Road is not intended for this use. We can easily foresee the construction crew for the proposed project and users of the church facility not recognizing nor remembering that this is a residential area and not obeying the speed limits. We moved to this area of Concord so that our growing family can live along a quiet street and have a safe place to play outside at home, at Lime Ridge Open Space, and the trails along the Contra Costa Canal. Our family is out and about at the times that the church proposes to have their activities and this concerns us a great deal. The San Miguel Road area is not made to deal with the proposed increase in traffic related to the activities at the church facility and will be dangerously unsafe should the City proceed to approve the proposed project. The proposed mitigation measures XVI-1A (page 3-75), XVI-1B (page 3-75), and XVI-5 (page 3-77) are not sufficient since they are specific to the immediate area of the site only and does not address the rest of San Miguel Road area since the nearest major cross streets are Treat Blvd and Systron Court at Monument Road. In addition, the increase of vehicular traffic will decrease the value of our home since the street will become busier when the church facilities are used, particularly during the special events.

Concern #3: Negative Environmental Impacts to Area

We request that the City to not consider the adoption of a Mitigated Negative Declaration under the California Environmental Quality Act for the proposed project at this property. In addition, the proposed mitigated measures are wholly insufficient and substandard in the Initial Study. We disagree with the Planning Division staff's determination in the Initial Study with regard to:

- *"The project will not have a detrimental effect upon either short-term or long-term environmental goals."*
- *"This project will not have impacts that are individually limited, nor cumulatively considerable."*
- *"This project will not adversely impact wildlife resources, and is therefore exempt from the fee requirements of Section 711.2 of the Fish and Game Code."*

Specifically:

- Section IV – Wetlands: Wetlands are disappearing everyday and virtually irreplaceable and the recommendation to replace the impacted wetlands at another site at a 2:1 ratio is insufficient since wetlands can not be exactly replicated in another site. The loss of wetlands is also a loss of habitat for wildlife in the area. The filling of wetlands to build a parking lot for the church facility is not a long-term environmental conscientious solution.
- Section IX – Hydrology and Water Quality: The water quality impacts of the removal of the wetlands area and the use of impervious surfaces at the proposed project will greatly increase water runoff and degrade water quality in the area (Contra Costa Canal and Pine Creek) due to increased stormwater runoff and polluted runoff than stated in the Initial Study. The land at the property has been undisturbed and some of the water runoff from parts of the site have been filtered at the naturally-occurring wetlands on the property. The drastic change to grading the site and use of impervious surfaces by vehicles dramatically increases nonpoint source pollutants from the vehicles. There is no mention of specific low impact development best management practices to be implemented to address polluted runoff at the site in the Initial Study. The Integrated Management Practices identified on page 3-47 are too vague and insufficient to address the stormwater runoff for the site. Basically, it is not clear in the Initial Study of how the water quality in the area will be protected/maintained and how the management practices to be implemented will be enforced. The findings for Section IX, parts c, d, e, and f are incorrectly identified as "Less than Significant Impact" and should be identified as "Potentially Significant Impact."

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**Lenhardt, Ryan**

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**From:** raulp roberto <roberto.raul@yahoo.com>  
**Sent:** Tuesday, October 09, 2012 9:49 PM  
**To:** Lenhardt, Ryan  
**Subject:** San Miguel Coptic Church  
**Attachments:** Coptic Church Opposition.pdf

Letter from Raul & Evangeline Roberto  
Residents of 944 San Miguel Road, Concord CA 94518  
Since 1983  
Concord residents since 1976

RECEIVED

OCT - 9 2012

PLANNING

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My family and I have nothing against any church of any faith. It's one of the reasons that the early persecuted inhabitants of America chose to come here (religion), in the hope that they'd be able to exercise freedom of worship in their new land. However, the location of the Coptic Church does not fit the neighborhood of the area. The new zoning here is, I believe, R-20, which means that a single-family dwelling area of about half-an-acre almost. Our lot on the subdivision that Gerry Hellmers and Bob Lanway developed in the early 1980s is about 12,000 square feet or about a quarter of an acre. After our house was built, we had a pool built and have kept the surroundings green with vegetation and even planting palm trees near the pool area. Our three children all grew up here. They still come here and my seven grandchildren all enjoy the summer weather and swimming in our pool.

We had chosen to live here in 1983 because of the quiet surroundings, the bucolic landscape of the neighborhood. The sound of the trains nearby makes the ambience truly countryside. We've raised rabbits and chickens in our yard for years and the children enjoyed our role in the balance of nature that the Lime Ridge area, that San Miguel Road offers. Now, it is being threatened by a construction of several structures of the Coptic Church that will forever disfigure the face of Lime Ridge and San Miguel Road.

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We realize that the just about any city in the United States is suffering financially and I believe that the revenue that the construction of these structures would bring to the City of Concord would be of some help. But at what costs? The City of Concord, if it approves this project, will forever alter one of the beautiful land features this side of Concord, the Lime Ridge area, and San Miguel Road. All of California professes to be environment-friendly. Contra Costa County is and Concord, California should be. If the City of Concord goes ahead with this project, there is no un-doing what we would have done and there's no telling what harm it could bring. I'm not sure that there's an equivalent dollars and cents figure that equates to the harm and injury that we'd cause to nature and the environment on this side of Lime Ridge. After everything is said and done and all the city planners and city officials have gone on many years from now, who would be left here to endure the ill effects of a project that clearly is not in tune with nature in this part of Concord are our children and our grandchildren and the future generation who will dwell on this side of Lime Ridge? Who speaks for the future generations about this project?

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If you look around other church structures in Concord, you probably will NOT find one where the topography, the general landscape, the road condition are similar to the one on San Miguel Road. Almost always, those church structures are near major roads, roads that have more than lanes, and near a different zoning area where there are businesses or building clusters. With the traffic and the number of people that the Coptic Church will generate during its services, the flow of people and cars, the noise and all the accompanying environment-related unforeseens and unexpecteds, I think that the Coptic Church should be built elsewhere but not on San Miguel Road's Lime Ridge area. The Coptic Church should be built where it will blend with the surroundings and where it will be more compatible neighborhood-wise. San Miguel Road is not that place.

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Thank you.

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944 San Miguel Road  
Concord CA 94518  
(925) 864-7794  
(925) 676-0121

October 9, 2012

G. Ryan Lendhart, Senior Planner  
City of Concord Planning Division  
City of Concord  
Planning Division  
1950 Parkside Drive, MS/53 Building D  
Permit Center  
Concord, CA 94519

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944 San Miguel Road  
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(925) 864-7794  
(925) 676-0121

**Lenhardt, Ryan**

---

**From:** G. R. Roberto <groyroberto@yahoo.com>  
**Sent:** Tuesday, October 09, 2012 10:02 PM  
**To:** Lenhardt, Ryan  
**Subject:** San Miguel Coptic Church  
**Attachments:** Coptic Church Opposition.pdf

----- Forwarded Message -----

**From:** raulp roberto <roberto.raul@yahoo.com>  
**To:** "ryan.lenhardt@ci.concord.ca.us" <ryan.lenhardt@ci.concord.ca.us>  
**Sent:** Tuesday, October 9, 2012 9:49 PM  
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City of Concord  
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1950 Parkside Drive, MS/53 Building D  
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We have nothing against churches. Our family tolerates all forms of worship but remember that while we say worship is to a Supreme Being (or maybe gods in some faiths), a church itself is for people, for the community. But if we mar, if we deform our environment and the landscape of the people who live around a church structure, isn't that a disservice to the people who live around here who

may not share that same religion? In pleasing this group and in agreeing to build a structure, are we not injuring those same people who have shown loyalty to the City of Concord by paying taxes here, by supporting local businesses here, by sending their children to school here, by making sure that the Concord they love stays truly a People City, a city where people come first.

If you look around other church structures in Concord, you probably will NOT find one where the topography, the general landscape, the road condition are similar to the one on San Miguel Road. Almost always, those church structures are near major roads, roads that have more than lanes, and near a different zoning area where there are businesses or building clusters. With the traffic and the number of people that the Coptic Church will generate during its services, the flow of people and cars, the noise and all the accompanying environment-related unforeseens and unexpecteds, I think that the Coptic Church should be built elsewhere but not on San Miguel Road's Lime Ridge area. The Coptic Church should be built where it will blend with the surroundings and where it will be more compatible neighborhood-wise. San Miguel Road is not that place.

## OUR HOME

Everybody knows that almost everyone is affected by the current real estate crisis. We are not an exception. We nearly lost our home to foreclosure due to our retirement, meaning, a reduction of income. About three months ago, we finally got a trial loan modification that now makes it possible for us to keep our home at 944 San Miguel Road. As I mentioned earlier, my family has lived here for about 30 years and our children and grandchildren continue to enjoy the beauty of our surroundings here. Should the Coptic Church be built that will forever alter our surroundings, we may have to just give up our home to foreclosure. We chose this home site for what it was. We will stay in his home, on this land, for what it presently is.

Thank you.

Sincerely,

Raul & Evangeline Roberto  
944 San Miguel Road  
Concord CA 94518  
(925) 864-7794  
(925) 676-0121

3334 Rolling Meadow Ct.  
Concord, Ca 94518-4201  
09 October 2012

City of Concord Planning Div Permit Center  
1950 Parkside Dr. MS53/Blvd. D  
Concord, CA 94518-2526

RECEIVED

OCT - 9 2012

PLANNING

Attn: G. Ryan Lenhardt

Subject: Proposed Church Project, 930 San Miguel Rd., Concord, CA 94518

Mr. Lenhardt:

The danger potential to individuals/families traversing the EBRD Asphalt Canal trail presented by San Miguel Rd. access/egress vehicles, over a fifteen hour period (6:30 am / 9:30 pm) is impossible to estimate; children will be especially vulnerable. Cyclists/skateboarders/joggers will constantly be in peril!

Creation of this church complex will inevitably result in eliminating the dead-end status, and will create a freeway-like atmosphere on Via Montanas; injury to children and pets; destruction of property and vehicles will far outweigh any possible benefit that this project can impart. It will create a catastrophe!

In addition, the canal is inundated with refuse of every nature; non-resident traffic will produce additional amounts of refuse to besmirch our landscapes and clog our waterways. There is absolutely no positive outlook resultant of this project.

The prospectus of construction allows for festive/celebratory occasions, if alcohol were to be available (or carried by attendees, unbeknownst to church officials) such would present additional hazard to traffic on an already barely navigable San Miguel Rd. There is no way that any good can come to the Lime Ridge II or the general Concord areas. There is not a positive outcome foreseeable as a result of this project.

The contention that environment/wildlife will be unaffected is utterly fallacious: ground and fox squirrels, moles, gophers, shrews, opossums, raccoons, skunks, coyotes, hawks, owls, kites, deer, et al, form a network of ecological coexistence that will be irreparably destroyed. The not forthcoming bodily waste of these creatures will create a dearth of wild flora that will further create a negative effect upon still other species of wild fauna. There is a tree at the center of the "proposed" complex that is, very likely, the oldest major plant example in the Lime Ridge II area; it will be sacrificed. Devastation is the only applicable term representative of this project.

The vast majority of prospective parishioners has no ties to Concord; will contribute virtually nothing to our society, or to our economy. The entire project is socially, environmentally, morally and economically infeasible to the City of Concord!

Respectfully,

  
Michael Gorman

October 1, 2012

City of Concord  
1950 Parkside Drive, MS/53  
Concord CA 94519

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OCT - 9 2012

PLANNING

Regarding: Proposed Church Project at 930 San Miguel Road

To Whom It May Concern:

I am writing to express my concerns regarding the proposed church project at 930 San Miguel. The main concern I have is the San Miguel neighborhood and the surrounding small neighborhoods playing host to a yearly festival where approximately 600 people are expected to attend.

First, how is it known that it will only attract 200 people a day? The Japanese church /cultural center on Treat Blvd, hosts a yearly event that has significantly grown over the years. I would assume the church would want the event to be successful and attract more and more people also.

Secondly, San Miguel road would become very treacherous with more and more cars trying to find parking on San Miguel itself (and the surrounding neighborhood streets) during this festival. Inevitable frustrated festival attendees would try tucking into curves and half spaces creating driving hazards left and right. San Miguel is very narrow and curvy. It has with no shoulders in the curviest areas and no extra land in which to expand (the creek borders one side and individual property closely borders the other). I have seen and attended plenty of community events like swim meets, soccer tournaments, etc. to know how they really play out. People become frustrated and defy the rules and common sense at times, making parking and maneuvering in the neighborhood difficult and hazardous. I have two teenage drivers that use San Miguel and as it stands I worry about head on accidents with the regular traffic.

Thirdly, I don't want to invite a large event into my neighborhood on an annual basis making my neighborhood a parking lot for a minimum of 600 cars. This project will negatively impacting a small, quiet neighborhood and open them up to festival traffic, driving and parking headaches and hazards.

In essence the city of Concord is allowing a business type of establishment into an area of small neighborhoods. The ways it will mimic a business is that it will introduce a regular heavier traffic flow with the very likely result of more traffic, if it is successful. The church I am sure would want to maximize their financial investment by making sure the buildings are available for their members' use as often as possible. The estimates of projected church use seem conservative, and in regard to the festival difficult to accurately predict. How will the event be curtailed

if it becomes extremely popular? By then our neighborhood will be woefully impacted with little recourse.

Roxanne Marin

Thank you,

Roxanne Marin

3345 Sierra Vista Ct

Concord CA 94578

October 4, 2012

To: The City of Concord

ATTN: G. Ryan Lenhardt

Re: Church Project on San Miguel Road

St. Mary/St. Mina's Coptic Orthodox Church

To Whom It May Concern:

RECEIVED

OCT - 9 2012

PLANNING

There are a number of issues with this project worthy of concern and discussion. Among them are (1) Lighting on the property, especially the parking lot, (2) Height of the building, (3) Access to the property from San Miguel Road, and (4) Access to the property from Via Montanas. I address each of these below.

(1) If the project is approved, I request that lighting on the building and the parking lot be directed downward so as not to disrupt the night sky. Since I moved into my property in 1986, projects have been built that have affected the ability to enjoy the night sky and star gazing. My ability to enjoy the night sky was negatively affected when the building in the open space (near Treat Blvd) was completed and is lit up at night, every night, and all night. A neighbor on Rolling Meadows Court complains that since the lighting was changed in the BART lot, he can read a book in his back yard at night. I believe this is now called light pollution. It has decreased my ability to enjoy my property and, to the degree possible, it should be considered and minimized on future projects, including this one.

(2) This is a residential neighborhood and zoned as such. A 40 foot height seems high for the area. If it is decorative and does not block someone's views, and therefore affect their property value, I am not against it out of hand. However, would I be allowed to add to my house in such a manner using the same criteria? I would certainly hope so. If not, then the church should be similarly limited. I have gone to churches in largely residential neighborhoods, and they are not 40 feet tall and the building serves its purpose.

(3) and (4) My neighbors have told me that most churchgoers will be coming from N680 or E24 making Treat to San Miguel the easiest approach to the church. Even when traveling S680, we use Treat to avoid Monument Blvd. which is typically a time consuming approach. If true, it makes little sense to allow access to the property through Via Montanas. People bought houses on Via Montanas believing it dead ended into a park and would never become a thoroughfare. This is a major change, and I am convinced it will be challenged and fought vigorously and by all means available. Not only that, but it will do little to reduce the traffic load on San Miguel Road. It will only extend the traffic into another neighborhood.

The access from San Miguel is another issue. At present, the access point appears too narrow to allow 2-way traffic, particularly the type that would occur between services of a church, with many leaving and many arriving during a small window of time. The current residential zoning, considering that throttled access point, could not have anticipated a church being there at some future point. Perhaps something can be done, but exactly what is not obvious. The access point seems on too narrow a road

and too twisty a road. If future problems do materialize it will be difficult to argue that it was not foreseeable.

Finally, parking for the annual festival – where? 600 attendees will likely translate into at least 200 cars – 100 more than the design capacity of the parking lot. A shuttle from a (distant) lot perhaps, but where? I simply do not see sufficient street parking nearby and foresee trouble with this for sure. Can a solution be designed? If not, this is surely crashing by design.

Regretfully, I see no clear and reasonable solution to allow ingress/egress to this property for its currently sought purpose.

A handwritten signature in black ink that reads "Steven Marin". The signature is written in a cursive, flowing style.

Steven Marin

3345 Sierra Vista Court

Concord, CA 94518

Day: 925-825-4638

September 30, 2012

G. Ryan Lenhard, Senior Planner

City of Concord

1950 Parkside Dr. MS/53

Concord, CA 94519

RECEIVED

OCT - 9 2012

PLANNING

**RE: 930 San Miguel Rd./Parcel # 130-261-002 Church Project**

Dear Mr. Lenhard,

This letter is in regard to the Church that is proposed at 930 San Miguel Rd. My main concern with this project is the traffic that it causes on San Miguel Rd and how this will affect my neighborhood. This land is zoned RR-20 which is for single family residences and it is difficult for me to believe that the City of Concord is even thinking about allowing a Church with it's many functions to be built at this location.

San Miguel Road is a small Country Road that winds it's way around single-family residences. When I first moved here, that Country feel was what drew me to this area and I worry about how the vast traffic will affect my neighborhood. We already have experienced more traffic through Bonnie Clair with just a minor alteration of placing a stop sign in the "S" turn of San Miguel and Bonnie Clair. People who don't want to stop at the sign cut through our neighborhood and they are usually trying to beat the people at the sign, which encourages them to speed. The City of Concord already recognizes a traffic issue with the instillation of traffic calming speed bumps on Bonnie Clair and San Miguel Rd.

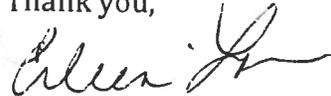
Every neighbor that I have spoken to feels strongly that this additional development, the rezoning, the alterations to the streets, the massive influx of traffic, not just on Sunday Services but everyday of the week, will destroy not only our serene, safe residential neighborhood but impact our property values, the environment that we raise our children and raises serious question about our desire to continue life in Concord. We love our community here in Concord and do not want to be forced to move because of the danger and congestion caused by inserting a Commercial type building into a small residential neighborhood.

I also ride my bike on the canal trail and always ride past this property and don't have to worry about traffic coming over the trail. This sounds like a very dangerous proposal to have traffic crossing the trail and over the canal.

Our neighborhood is full of small children who still have a community in which they can play outside in their front yards and ride bikes in the street. This traffic could be very detrimental to their lifestyle and I worry about the Children's safety.

The City of Concord zoning states that this property is for single-family residences only. Please give it great thought and do not allow the construction of this Commercial "type" Building and keep our Children safe!

Thank you,

A handwritten signature in black ink, appearing to read "Eileen Lakin". The signature is fluid and cursive, with a large initial "E" and a long, sweeping tail.

Eileen Lakin

Attention: G. Ryan Lenhardt  
City of Concord

RECEIVED

Subject: St. Mary/St. Mina's Coptic Orthodox Church

OCT 09 2012

PLANNING

I am very opposed to the St. Mary/St. Mina project. This is a grandiose plan in the wrong place that will damage the quality of life of the neighborhood I love and have called home for over 25 years.

There are many problems with this project and here are my thoughts...

- The complex is just too large for our neighborhood. The planned parking spaces are insufficient for their meetings, activities, classes, events and services. The additional vehicular traffic by the church members will have an immediate and growing permanent negative impact on all who live here.
- The church has plans for growth. This is a huge complex of large buildings to be used daily, seven days a week, from daybreak to late evening. It has 1. a large sanctuary with many additional rooms and a 297 person capacity (which alone can overfill all available parking spaces!), 2. separate large multi-use building, 3. a building with six separate classrooms, and 4. a chapel. The parking lot is not large enough. Even just the use of any one of the buildings could easily cause parking problems. Already the suggestion is to divide the Sunday service into two. Will they be dividing meetings, classes, activities and every events to fit the parking lot? Doubtful!

So where will those additional cars park? In the space in front of my home and in front of other homes in my neighborhood. Those cars will be blocking my views of the street and will make entry and exiting my property more hazardous on this busy street. Unwanted overflow parking throughout my neighborhood will become a permanent problem and nuisance for everyone who lives here. And this will be a problem that grows larger as time passes, forced upon residents within walking distance of this project and will forever have a serious damaging effect on the neighborhood. This project should be denied and a more suitable location found.

- The natural secluded spring wetland that serves the deer, hawks, owls, foxes and many smaller animals will be obliterated. And trees, including heritage trees will be removed.
- There will be constant noise, dust and dirt from heavy construction equipment used to cut away the lovely hillside and thousands upon thousands of cubic yards of dirt will be removed. Noisy, heavy trucks will be hauling the majority of dirt away through our neighborhood and leaving debris along the way.
- And construction going on for possibly 5 years? Is that fair for neighbors? And who will make sure that the requirements for mitigation will be followed after the 5th year and into the future?
- In this particular area sounds do carry. The quietness of deer and sounds of hawks as they fly are what is heard now. What sounds will be heard from the endless construction? And what will be hear from the daily processions of so many vehicles? And what noise will the hundreds of people attending classes, meetings, events and Sunday services every week make? The pleasurable sounds heard now will become noise and that noise will dramatically rise despite mitigation efforts and predictions. Oh yes, mitigations on people to not socialize when in the parking lot, that's a one good to enforce!

- This proposed complex will be used not just on Sundays, but every day from 6:30 am to 9:30 pm, and traffic on San Miguel Road will increase even more. More noise, more cars making two way trips every day.
- If this project is approved, we will always have a continuous log jam of cars dangerously blocking San Miguel Road and the canal trail four times every Sunday at the start and end of each church service. Mitigation that divides Sunday services into two may lessen the problem but it will still exist. And what about the other six days? Cars will be going to the site for meetings, classes, etc. Will someone always be able to dividing them in smaller groups timed to avoid lines of cars stalled on San Miguel Road? Hardly. Another reason this plan at this location needs to be denied approval.
- Even with stop signs etc., people walking, running and riding bikes on the canal trail will be at risk of injury because of the large number of vehicles driving over the trail in both directions at any time of the day or night.
- Several times a day, San Miguel Road resemble a noisy, fast freeway, with bumper to bumper vehicles. Many drivers have chosen San Miguel as a quick short cut and over the speed limit. With Sunday service, classes or events scheduled, expect that cars going to the project will be dangerously lined up on curving San Miguel Road awaiting to enter the driveway, so expect accidents.
- Adding to the problem will be all the cars that cannot find parking within the project. There will be congestion and more accidents on San Miguel and other side streets and courts as cars vie for parking spaces and speeding cars try to go around whatever is in their way. We do not need more traffic on this road and this project will bring more, and even more as time passes. The increased number of cars exiting and entering the project will lead to serious accidents even with the all way stop.
- San Miguel Road from Treat Blvd to the entrance road to the church compound is one of Concord's few natural gems that the City of Concord should appreciate and keep untouched. It's a big reason why we and many others have bought a home here- it's a beautiful country road which feel like being in the country, not within the city. Lush with foliage, buckeye and oaks, the road winds following the creek. Do not allow any trimming of creekside foliage or trees on west side of San Miguel Road for the benefit of the church. That area is gorgeous, absolutely do not touch it!

Keep the zoning as R20 rural residential and allow our neighborhood to remain the treasure it is. This church project is incompatible with the neighborhood and people of the area are the ones that will suffer from it. There is no benefit. This project takes too much from the neighbors. This is simply the wrong location for this project. If built here, it will forever remain a "significant major negative impact" for the residents along San Miguel Road. Mitigating church plans to make this inappropriate project happen at the expense of the residents is not right.

And realistically, once this church project is built, they will do whatever they want. Mitigation rules will go out the window and the neighbors will be left with a huge continuing problem and little recourse.

Thank you,



Nancy Sevier  
966 San Miguel Road  
Concord, Ca 94518

October 9, 2012

RECEIVED  
OCT 09 2012  
PLANNING

Dear Mr. Lenhardt,

It is with great distress that I read the Mitigated declaration that was prepared by the City for St. Mina's church. The proposed mitigations seem so out of touch with the realities that we, who live in the neighborhood, have to deal with on a daily basis.

It does not matter what the denomination of the church is. What matters is the amount of traffic and the influx of people it will bring to our unique, quiet, and peaceful area. There is a steady stream of cars that uses San Miguel and over the years I find that I am now following 4 or 5 cars down the road on a fairly regular basis.

There are also a lot of vehicles that frequently stop on San Miguel, and several times around the many blind corners, you can quickly come upon one of them (delivery trucks, postal trucks, maintenance vehicles, and landscape/gardening vehicles. Those of us that live here tend to follow the posted limits but I have observed many instances where someone using San Miguel as a shortcut is easily doing twice the limit, and I have witnessed several close calls when a speeding vehicle comes upon one that is stopped and has to make a sudden move to avoid the stopped vehicle. This necessitates swerving instinctively but the only move is into the oncoming lane of traffic. There are no shoulders that can be used to pull off the road and avoid the accident.

Any facility that is centered around a church will, by the very nature of it, have to book as many events as possible in order to recoup their investment and turn a profit. This is on top of the daily and weekend masses that will be celebrated as a normal activity. The documents provided do not really reflect the number of events that I am positive, will be scheduled once the facility is built.

The parking area, by their own admission, is insufficient to hold all the expected vehicles. This will lead to parking any and everywhere it is available in the neighborhood. I am sure that overflow parking will even occur on Via Montanas which is a short walk through the open space down to the facility.

The mitigation of using Via Montanas as a pass-through by extending the road to the facility is also quite a hostile proposal against our peaceful community, which has always been so quiet and idyllic. I can only imagine hundreds of cars whizzing by our houses every time there is a mass, wedding, funeral, retreat, or festival. Those cars will stack up on the San Miguel-Via Montanas intersection and bottleneck the road for those of us that need to get in and out quickly.

That bottleneck also will be extended to Systron Drive to the West and the Treat intersection to the south when hundreds of cars leave after a function. Imagine a line of

25-50 cars trying to make a right on Treat or a left turn at Sytron Drive. It will take forever to get out of our neighborhood which has few options for getting to a main road.

Imagine also a firetruck, ambulance, or other emergency vehicles that may need to respond quickly to the retirement communities that border San Miguel. The delays could spell life or death for someone that needs emergency treatment

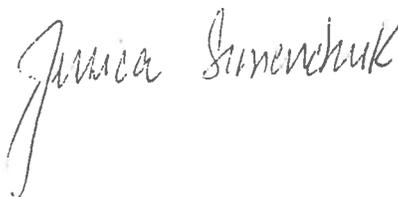
I think this is altogether a bad idea for the neighborhood. It will increase traffic, increase noise levels, decrease the safety, and peace and order, and create a chaotic traffic situation whenever an event lets out the attendees. It may also open up the City of Concord to claims by claims of those that may be injured as a result of the unsafe situation on the road (bicyclists, people walking). I would strongly urge that the old Naval weapons station area be considered as the proper venue for this facility instead of an already established peaceful residential neighborhood.

Thank you for your kind consideration.

Sincerely,



Stephen and Jessica Semenchuk  
962 Via Montanas  
Concord, CA 94518



October 9, 2012  
Attn: G. Ryan Lenhardt

RECEIVED

OCT - 9 2012

PLANNING

Dear City of Concord,

I was excited to become a first time homeowner in the city of Concord and specifically in the San Miguel neighborhood because of the proximity to the open space and the unique nature of the neighborhood. I walk my dogs everyday through the neighborhood, open space, and on the canal trail and know that this project will have the potential to degrade the quality of the environment in many ways.

First let me say that I'm not against this Church, only against it being built in at this specific project site that is zoned R20 (single-family residential, 20,000-sq.ft. minimum lot size). The most important way the Church will negatively impact this neighborhood is the amount of traffic this project will bring through the streets. Not only do they plan to use San Miguel (which is already used a collector street) as their main access, but plan to change a dirt road into a two-lane road that directly cuts across the canal trail to the proposed entrance of the church. As an alternate access for the church they also propose to cut through Via Montanas (which is a court) and that will directly impact the open space negatively by increasing vehicular traffic through the area. This could cause great potential danger to people and children walking through the open space and on the canal trail.

The proposed project has listed 4 potential buildings to be used for various events, one being a festival that could have as many as 600 people in attendance. Where will they all park? Parking on San Miguel is not safe because it is a winding two-lane road with little or no shoulder area. Then, the only option would be for the overflow of cars to be parking on our streets in front of our houses limiting our parking and space and bringing more traffic through the side streets.

The motto for the city of Concord is "Families Come First" so please think of the families that have made this neighborhood home. We live here now and want to continue to live here maintaining the existing high standard of living along our San Miguel Road.

Sincerely,  
Dana Rasmussen  
2980 Brookdale Ct.  
Concord, Ca 94518



October 9, 2012

Attn: G Ryan Lenhardt

Dear City of Concord,

RECEIVED

OCT - 9 2012

PLANNING

I am writing this letter do express my strong opposition to the proposed construction of a church in the neighborhood off San Miguel road. I believe that this church would dramatically increase traffic to an all ready overly busy road, negatively change the current residential neighborhood feel, and ruin part of the lime ridge open space that I enjoy daily.

My wife and I moved into a house at the corner of San Miguel Road and Brookdale Court a little over a year ago. We understood at the time that San Miguel Road could be busy with traffic at times as many people live in the area and also use it as a "cut through" to down town Concord and Monument. Over the last year though, my opinion as a resident that views traffic daily is that the San Miguel Road is already overly used. San Miguel Road is a thin, winding, country like road. There is little to no shoulder area and cars constantly go faster than the residential set speed of 25mph. I cannot imagine how awful the traffic and safety of the road could be with a destination stop for an already large congregation that I'm sure wants to grow in the future.

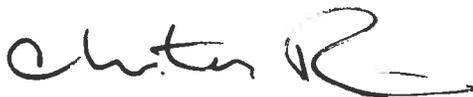
One of the aspects we loved about the house we bought in Concord was that it is part of what feels like a small, close nit, quiet neighborhood. Building a large church directly in the middle of our neighborhood would totally change all of that. Traffic, use, noise, could only increase. I was told by a neighbor that the city had previously rejected several residential houses being built on the proposed project site. I do not see how it makes sense or would be fair to current residents that the City of Concord would reject the idea of houses being built in a residential neighborhood but building a church with several buildings and a large parking lot would be ok.

A major reason we bought in the San Miguel neighborhood was easy access to the lime ridge open space. Almost every day my wife and I enjoy walking our dogs in the open space behind Via Montanas. I would think that the City of Concord would want to protect this space for its current residents to enjoy and not allow something so large to be built that it would need to change the landscape around the open space, possibly infringing on areas of the open space itself.

The City of Concord has a responsibility to its current residents in the San Miguel Road area to not approve this project. One of the reasons we love Concord is that its motto is "Families come first". Approving anything of this size to be built, that increases traffic, directly and indirectly changes our strictly residential neighborhood, and could impact protected open space, is wrong and against everything Concord stands for.

Thank you for your time,

Christian Rasmussen



2980 Brookdale Ct., Concord, CA 94518

October 4, 2012

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OCT - 9 2012

PLANNING

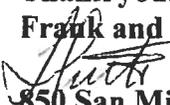
City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, Ca 94519

Re: Comment regarding "Proposed St. Mary/St/Mina's Copic Orthodox Church to be built at 930 San Miguel Road, Concord, Ca 94518"

City of Concord,

My wife and I live at 850 San Miguel Road in Concord. We oppose the building of this church in our neighborhood. We currently experience a lot of traffic on our narrow, winding section of San Miguel. Speeding traffic and drivers who pass other cars have almost hit us numerous times as we have tried to pull in and out of our driveway. Our neighbors have experienced similar incidents. The speed bump that was added on San Miguel near Treat Blvd has helped a bit to slow some traffic but most still speed. The addition of more vehicles due to church activities will make our narrow winding street from Treat Blvd to the church or vehicles leaving the church and heading to Treat Blvd a nightmare for us.

Thank you,  
Frank and Barbara Pinto

  
850 San Miguel Rd  
Concord, Ca 94518  
(925)689-8647



10/5/2012

•••

Thomas Posz  
837 San Miguel Road  
Concord, CA 94518

City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA 94519

RECEIVED

OCT - 9 2012

PLANNING

Dear Mr. Lenhardt,

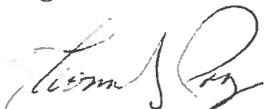
In the Notice of Intent to Adopt a Mitigated Negative Declaration, dated September 10, 2012, for the St. Mary/St. Mina's Coptic Orthodox Church project to be built at 930 San Miguel Road, I have some comments for you.

- The property is zoned for Single Family homes. This is not a single family home. On zoning regulations alone, this project should not proceed.
- Environmental impact is noted as "not detrimental" but how was this determination made? The wildlife in the canal and the surrounding environs of the Lime Space Open Preserve will certainly be impacted by the high concentration of people and vehicles.
- Vehicle traffic increases at the times noted (for service and an annual event) seem understated. San Miguel Road is a 2 lane winding road. For years, there have been accidents with various people running off the road because of it's very nature, e.g. no curb, guard rails in specific locations, etc. When I use the road, especially at high traffic density times, I am mystified as to how people can believe that they can safely exceed the traffic speed limits on such a road, but indeed they do. These church patrons will do the same, not all of them, but certainly some. Multiply the number of vehicle regularly using the road without any upgrades to the road – more accidents, more close calls, and potentially even death.
- Left turns into the property address (e.g. traffic from the north) is not clear how this will be accommodated during church events without severe traffic impact to those already using the road.

Bottom line, this particular project is not consistent with the neighborhood and the traffic impact is severe. Environmental impact is certainly more than has been denoted.

The project should not be continued, in its current form as a church facility.

Regards,



Thomas Posz  
Owner  
837 San Miguel Road

10/07/12

Attn.: G. Ryan Lenhardt  
1950 Parkside Drive, MS / 53  
Concord, CA 94519

RECEIVED

OCT 09 2012

PLANNING

Ron Sevier  
966 San Miguel Road  
Concord, CA 94518

Public Comment     **St. Mary / St. Mina's Coptic Orthodox Church Project**  
130 - 261 - 002

The mitigation measures for the above project fail to solve a basic problem; the multi structured compound does not fit the site. The public's enjoyment of an unspoiled section of Regional Trail will be diminished, the wildlife in the area be deemed expendable and the unique openness of Lime Ridge compromised. The surrounding neighborhoods will be damaged; to ignore this and move the project forward raises questions regarding in just who's interest decisions are made.

Re: San Miguel Road.

*"The closest supplemental parking would be street spaces on San Miguel Road beginning north of Lanway Court"*  
**There are very few spaces available - count them.**

*"trimming foliage located on the west side of San Miguel Road south of the access roadway"*  
(Pine Creek side)

**San Miguel is a unique rural road following a creek - a pleasure to transverse, it changes with the seasons. The road is an asset, should be viewed as such - it meets line of sight requirements.** The removal of foliage on the Pine Creek side of San Miguel should be avoided.

Currently no crosswalks cross San Miguel. They have been requested but City Staff has stated: if painted, a false sense of security would be created; school children now cross at their own risk!

The new proposed stop signs located south of Lanway will be subjected to the same conditions as the requested crosswalk. The signs will be ignored by a certain segment of society; if one adds the queuing of vehicles into the mix along with a dose of impatience and speed, the statistics regarding accidents will change!

After a few years of occupancy, the mitigation measures ranging from implementing two Sunday services to no socializing outside the buildings or in the parking lots will become "**church business to be decided by church members,**" the City's mandates will be irrelevant and unenforceable.

Simply stated, just because a project's proponent agrees to make changes, it does not follow that approval is assured. The building site itself is wrong, the ingress/egress at San Miguel Road is dangerous, the project should be denied approval.

Thank you.

RS

AS

City of Concord  
Attn. G. Ryan Lenardi  
Planning Division  
1950 Parkside Drive  
Concord, CA 94518

RECEIVED

OCT 09 2012

PLANNING

**Project:** St. Mary/St. Mina's Coptic Orthodox Church  
Initial Study of Mitigated Negative Declaration

**Location:** 930 San Miguel Road, APN 130-261-002

Dear Planning Committee:

We are residents of the San Miguel neighborhood – just bought property at Wilshire Place recently – and are adamantly against the construction of St. Mary's/St.Mina's Coptic Orthodox Church at the location it is supposed to be built (930 San Miguel Road).

The project will undoubtedly have a negative impact on our neighborhood. The magnitude of the project and the frequency of the church patrons frequenting the roads, streets, surrounding parking – will not only increase traffic, noise, wild life – but it will greatly disrupt our quiet neighborly because we will constantly be disrupted by hundred's of "strangers" that don't really care about our neighborhood but only want to create themselves access to their place of worship/school/recreation time through our neighborhood – without consideration to the current residents/home values/street safety/ space, etc. They will take away a lot from us (peace, wildlife, trails, trees, space, view, street parking, street safety in all the small streets where our children still enjoy relatively safe outdoor play, etc.) – but the neighborhood will not "profit" in anyway from their presence! Certainly, the presence of the church can not be considered as an "enrichment" to the neighborhood!!

We strongly believe there is too much at stake for this small, established and serene neighborhood and will stress it beyond its capacity!

Thank you for considering our appeal to deny this project!

Sincerely,

  
Regula & Imran Dhedhi  
Homeowners 2931 Wilshire Place  
Concord, CA 94518



Marc and Carol Willis  
936 San Miguel Road  
Concord, CA 94518

RECEIVED  
OCT 10 2012  
PLANNING

October 6, 2012

City of Concord  
ATTN: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA 94529

RE: St. Mary/St. Mina's Coptic Orthodox Church Project  
Initial Study/Mitigated Negative Declaration dated September 10, 2012

Dear Mr. Lenhardt:

Below are several concerns and comments we have regarding the City's Environmental Impact Study and Mitigated Negative Declaration of the proposed construction of the St. Mary/St. Mina's Coptic Orthodox Church at 930 San Miguel Road, Concord, CA.

1. Safety Concerns:

- The traffic study was inadequate. The major intersection most impacted by project traffic volume is Treat Boulevard/San Miguel Road. This intersection was not evaluated. The traffic impact analysis states that 75% of the church members, when at full capacity, would travel through this intersection. The Church stated that all of the existing church membership would use this intersection.

Treat Boulevard is a major arterial street that carries over 35,000 vehicles per day with many vehicles exceeding the posted 40-45 mph speed limit. It is also a designated route in the Congestion Management Program and a Route-of-Regional Significance in the Contra Costa Transportation Authority/TRANSPAC Action Plan for Central Contra Costa County.

Treat Boulevard is the southern entrance to the San Miguel neighborhood. During parts of the day, drivers currently have a difficult time turning left from San Miguel onto Treat and turning left from Treat onto San Miguel.

The anticipated traffic from this project also effects families living on Alfonso Drive, Frayne Lane and Corte Miguel. The effect on these neighborhoods was not taken into consideration in the study.

To: G. Ryan Lenhardt, City of Concord  
Re: Proposed construction of St. Mary/St. Mina's Coptic Orthodox Church  
Date: October 6, 2012

This intersection should be included in the Traffic Impact Analysis for level of service, vehicle queue length, accidents, and the warrants for a traffic signal. To be conservative, the study should assume that 90% of the project traffic uses this intersection, which would mean that 80% of new traffic would use the intersection. In addition, the delay and queue should be measured for the peak 15 minute period since most of the church membership leaves at the same time after the service, not uniformly over an hour period.

Including this intersection in the Initial Study would necessitate changes in the Environmental Checklist, Section XVI(b) because Treat Boulevard is a route in the congestion management program.

- The traffic impact analysis doesn't include the prior traffic study conducted approximately 5 years ago when traffic calming features were installed on San Miguel Road. The report should acknowledge that traffic calming was installed to address the neighborhood's concerns about traffic problems. San Miguel was high on the City's traffic calming priority list because of speeding vehicles and the high number of accidents. Speeding is still high in the project area. The report says the southbound 85<sup>th</sup> percentile speed is 30mph, 5 mph over the posted speed limit.
- The "Traffic Accident History" section did not evaluate accidents south of the project entrance. At least 75% of the projected traffic is expected to come from that direction. This section of the road is very narrow and windy. How many accidents have been reported over this section of street in the last 5 years? Does the City expect the potential for accident to be higher because of the increase in traffic from this project? This potential should also be evaluated.
- More specifics need to be provided regarding the San Miguel Road Project driveway. Mitigation Measure XVI-1A states, "To reduce vehicle conflicts and enhance pedestrian safety, install All-Way Stop Sign control at the joint intersection of San Miguel Road and the project access roadway/adjacent private driveway to the north." The traffic impact analysis infers that the project would not cause any traffic impacts. The all-way stop was not mentioned in the report. Why is an all-way stop necessary? What traffic warrant was this decision based on since it wasn't discussed in the traffic impact analysis? The mitigation measure infers that both the project access roadway and the adjacent driveway to the north would be part of the all-way stop. Is it a standard practice to have two parallel roadways that are so close together use the same stop sign? Which driver has the right of way? Would this be safe? Is there a nearby example of this setup that we see? The Traffic Impact Analysis did not analyze this intersection with an all-way stop. If an all-way stop is being recommended, the delays and queues should be reported as such.

To: G. Ryan Lenhardt, City of Concord  
Re: Proposed construction of St. Mary/St. Mina's Coptic Orthodox Church  
Date: October 6, 2012

- More specifics need to be provided regarding the project access roadway. The Initial Study does not show plans for the semi-circular driveway for the parcel on the southeast corner of San Miguel/Project Access Roadway. Please provide plans for review and comment prior to any approval of the project. We are concerned about the grade differential, turning radius, frontage along San Miguel, and proximity of the driveway to San Miguel.
- The roadway widening moves closer to the house on the southeast corner of San Miguel/Project Access Roadway. Would the distance from the house to the roadway make the house a non-conforming land use?
- We are concerned about all the weight of the construction equipment on the bridge during construction of the project, and the increase of vehicle traffic on the bridge after the project is completed. The Church should be required to have a structural integrity test of the bridge before and after construction. The Church should also be required to submit a full disclosure of the scope of new traffic anticipated to use the bridge as a result of their project and their proposed modifications to the bridge to the Bureau of Reclamation, and written approval of the modifications/structural changes to the bridge should be received from the Bureau of Reclamation prior to any permits being issued for construction of the project. Copies of all written communications between the Church and the Bureau of Reclamation shall be provided to the City, and to the other two property owners who are parties to the current Bridge Access Agreement and Bridge Maintenance Agreement. No work whatsoever should commence on the project until complete written approval has been received from the Bureau of Reclamation.
- Specific policies need to be stated to ensure the safety of persons using the canal trail not only during construction, but after the project is complete and traffic increases on the road and crosses the canal trail.
- The project access roadway would provide access to four residential homes, one business, and the project. The daily traffic on the new roadway is estimated in the traffic impact analysis study to be over 100 vehicles per day. Lanway Court is considered a public road. Since the new project roadway would be built to City standards, the City should accept the roadway as a public street. If the project is approved, the project proponent should make arrangements with the appropriate property owners to dedicate the land and roadway improvements to the city as a new public roadway.

To: G. Ryan Lenhardt, City of Concord  
Re: Proposed construction of St. Mary/St. Mina's Coptic Orthodox Church  
Date: October 6, 2012

2. Guarantee of Continuous Access to Our Property:

- Prior to any permits being issued and the project being approved, a specific plan must be submitted and approved to assure that the access road and the bridge remain accessible to our property 7 days a week, 24 hours a day for use by both residents and emergency vehicles.
- Prior to any permits being issued and the project being approved, we request that funds in an amount to be agreed upon by the residents and the City be posted by the Church and held in an account by the City to be used to compensate residents in the event access to their property is restricted due to church construction or while modifications are being made by the church to the road or to the bridge. These funds would be used to pay residents for alternate housing, meals, supplies, and other expenses caused by the loss of use of their homes. We request that a City of Concord Construction Inspector be the person making the determination as to whether access is being denied to the residents by the construction of this project.

3. Modification of Bridge and Road Use and Maintenance Agreements:

- Prior to any permits being issued and the project being approved, a new Bridge Maintenance Agreement must be negotiated and approved with the Bureau of Reclamation stating that we are not responsible for constructing and maintaining the new bridge since the structure will be significantly changed to benefit only the church. Our needs have not changed.
- Prior to any permits being issued and the project being approved, a new Road Maintenance Agreement must be negotiated and recorded stating that we are not responsible for any modifications or any maintenance of the new road since the new road will be constructed for the benefit of the church. Our needs have not changed.
- Prior to any permits being issued and the project being approved, a new bridge access agreement must be negotiated between the property owners and the Bureau of Reclamation since conditions will have changed since the prior agreement became effective.
- Since the existing road will become a two lane street under the proposed plans submitted by the Church and will conform to City standards, as stated previously, the City should consider accepting this roadway as a public street and maintain it as such.

To: G. Ryan Lenhardt, City of Concord  
Re: Proposed construction of St. Mary/St. Mina's Coptic Orthodox Church  
Date: October 6, 2012

4. Release of Liability:

- Prior to any permits being issued and the project being approved, a written agreement must be in place releasing us of all liability now and in the future from any claims whatsoever arising from any loss or damage to persons on the road, on the bridge, or on any other property as a result of church construction or church activities.
- We request that the Church be required to carry sufficient liability insurance for any claims arising out of injuries or damage to property arising not only on their property but on the road or bridge accessing the proposed church during construction and after construction has been completed.

5. Other Concerns:

- Parking. There is inadequate parking for the proposed size of the project. The Initial Study does not discuss potential project parking impacts caused by weddings, funerals, building rentals, or community events (other than an annual special event). There is no safe area for overflow parking. The project should be scaled down to allow for adequate parking so that all activities will be contained to the church site. The mitigation measure stating that the Church hold multiple services is not enough to ensure that all churchgoers, residents and canal trail users will be able to safely co-exist under the currently stated plan.
- The only way to ensure that parking concerns are met is to require that the size of the proposed church sanctuary be reduced by 30%, making the maximum occupancy 210 persons as opposed to the current plan of 297 persons. This calculation is based on the following information contained in the traffic study: The plans currently contain a 99 car parking lot. The traffic study observed that automobile occupancy of attendees is 2.13 persons per vehicle. Therefore, by reducing the size of the church sanctuary to 9,114 sq. ft., the issue of ratio of parking spaces to church attendees would be solved..
- In addition, the traffic study refers only to the building referred to as the sanctuary (13,020 sq. ft). Nowhere in the study are the other buildings (multi-use building containing 6,280 sq. ft.; classroom building containing 2,840 sq. ft.; and chapel building containing 1,140 sq. ft.) discussed. These buildings will also require parking, and it is possible that they all can be used at the same time. This issue needs to be addressed and a solution needs to be in place prior to acceptance of this report.

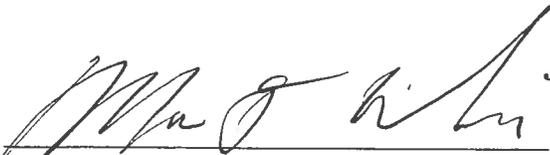
To: G. Ryan Lenhardt, City of Concord  
Re: Proposed construction of St. Mary/St. Mina's Coptic Orthodox Church  
Date: October 6, 2012

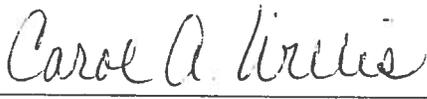
- An additional issue of great concern is the Annual Festival held by the Church each October, which, as stated in the traffic study, is estimated to draw 200 - 600 attendees. One of the mitigation measures states that this annual event should be held off site. What assurances do we have that the Church will comply with this measure each year? What mechanism can be put in place to allow the City to enforce this provision? Can this issue be specified in their use permit? What recourse can be taken if the event is held on the Church site? Can their use permit be revoked?
- As a continuation of the previous paragraph, the mitigation measures also state that the church cannot hold any outside events. Can the same assurances placed on the use permit regarding the annual festival also be placed on the use permit concerning any outside activities, with a failure to comply resulting in the revocation of their use permit?
- Easements. An examination of the two current easements show that they extend toward San Miguel Road approximately 10 feet past the curb and gutter on the adjacent property. It appears on the drawings provided that the Church will have to continue the sidewalk to follow the existing sidewalk. To do so, that approximate 10 feet of property would have to be dedicated to the city by the current owners. Before the project can move forward, the Church needs to negotiate with the two owners of these parcels for dedication to the city. In addition, this changes the dedicated easement held by our property (936 San Miguel Road), which will require that the Church negotiate the change of that easement with us.
- It has been brought to our attention that the County of Contra Costa does not consider the property description on APN 130-262-009-9 (the access road owned by Susan Thomason-Amberson and Gary Amberson) a legal property description. (See attached copy of the Old Republic Title property profile.) The issue of this property description must be resolved before the project can proceed.
- On final issue of concern is that we did not see anything in the environmental report that made mention of the year-round creek that separates the two easements. How will the issue of this creek be addressed? If the two easements are combined, the water flow of this creek will be changed. Can this be done without approval of the property owners and without a study on the impact to the environment?

To: G. Ryan Lenhardt, City of Concord  
Re: Proposed construction of St. Mary/St. Mina's Coptic Orthodox Church  
Date: October 6, 2012

Thank you for your consideration of the above concerns. We look forward to your response to this issues.

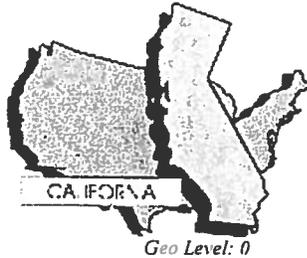
Sincerely,

  
\_\_\_\_\_  
Marc F. Willis

  
\_\_\_\_\_  
Carol A. Willis



**Property Profile**



**Primary Owner: THOMASON,SUSAN LEE**

**Secondary Owner:**

**Mail Address: 934 SAN MIGUEL RD  
CONCORD, C A 94518**

**Site Address: 934 SAN MIGUEL RD  
CONCORD, C A 94518**

**Telephone Number:**

**APN: 130-262-009-9**

**Reference APN:**

**Census Tract: 3372.005**

**Housing Tract Number:**

**Lot Number: 4**

**Page Grid Old:**

**Page Grid New: 592-H5**

**Legal Description: POR RO SAN MIGUEL**

**Subdivision:**

***Property Characteristics***

Bedrooms:	Year Built: 0	Square Feet:
Bathrooms:	Garage:	Lot Size: 4,791 sq ft / 0.11 acres
Total Rooms:	Fireplace:	Number of Units:
Zoning: R2	Pool/View:	Use Code: Roadways
Heating/Cooling:		

***Sale & Loan Information***

Transfer Date: 07-12-2001	Seller:	Document: 0000199405
Transfer Value:	Cost/Sq Feet:	Title Co.: First American Title
First Loan Amt: \$352,500	Lender: World Sav Bk	Last Trans W/O\$:
Loan Type:	Interest Rate Type: V	Last Trans W/O\$ Doc:

***Assessed & Tax Information***

Assessed Value: \$1,179	Percent Improvement: 0.00	Homeowner Exemption:
Land Value: \$1,179	Tax Amount: \$27	Tax Rate Area: 2002
Improvement Value: \$0	Tax Status: current	

RECORDING REQUESTED BY  
First American Title Guaranty Company  
Order No.  
Escrow No. 862506  
Loan No. 0015355977  
WHEN RECORDED MAIL TO:

Gary D. Amberson and Susan L. Thomason-A  
934 San Miguel Road  
Concord, CA 94518

CONTRA COSTA Co Recorder Office  
STEPHEN L. WEIR, Clerk-Recorder  
DOC- 2001-0199405-00

Acct 5- First American Title  
Thursday, JUL 12, 2001 08:00:00  
S23 \$10.00 MIC \$1.00 MOD \$2.00  
REC \$5.00 TCF \$1.00  
Ttl Pd \$20.00 Nbr-0000441279  
mon/R2/1-2

SPACE ABOVE THIS LINE FOR RECORDER'S USE

MAIL TAX STATEMENTS TO:

The undersigned grantor(s) declare(s):  
CITY TRANSFER TAX \$  
DOCUMENTARY TRANSFER TAX \$

SAME AS ABOVE

Computed on the consideration or value of property conveyed; OR  
Computed on the consideration or value less liens or encumbrances  
remaining at time of sale.

APN 130-281-001

### GRANT DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

Susan L. Thomason

hereby GRANT(S) to

Susan L. Thomason-Amberson and Gary D. Amberson, husband and wife , as joint tenants

the real property in the City of **Concord**  
County of **Contra Costa** , State of California, described as

**FOR LEGAL DESCRIPTION SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF**

Dated June 29, 2001

*Susan L. Thomason*  
Susan L. Thomason

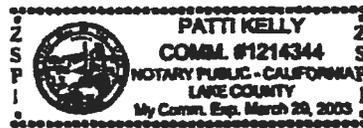
STATE OF CALIFORNIA )  
COUNTY OF Lake ) ss.

On July 2, 2001  
before me, Patti Kelly, Notary Public personally  
appeared Susan L. Thomason

personally known to me (or proved to me on the basis of  
satisfactory evidence) to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that  
he/she/they executed the same in his/her/their authorized  
capacity(ies), and that by his/her/their signature(s) on the  
instrument the person(s) or the entity upon behalf of which the  
person(s) acted, executed the instrument.

WITNESS my hand and official seal.

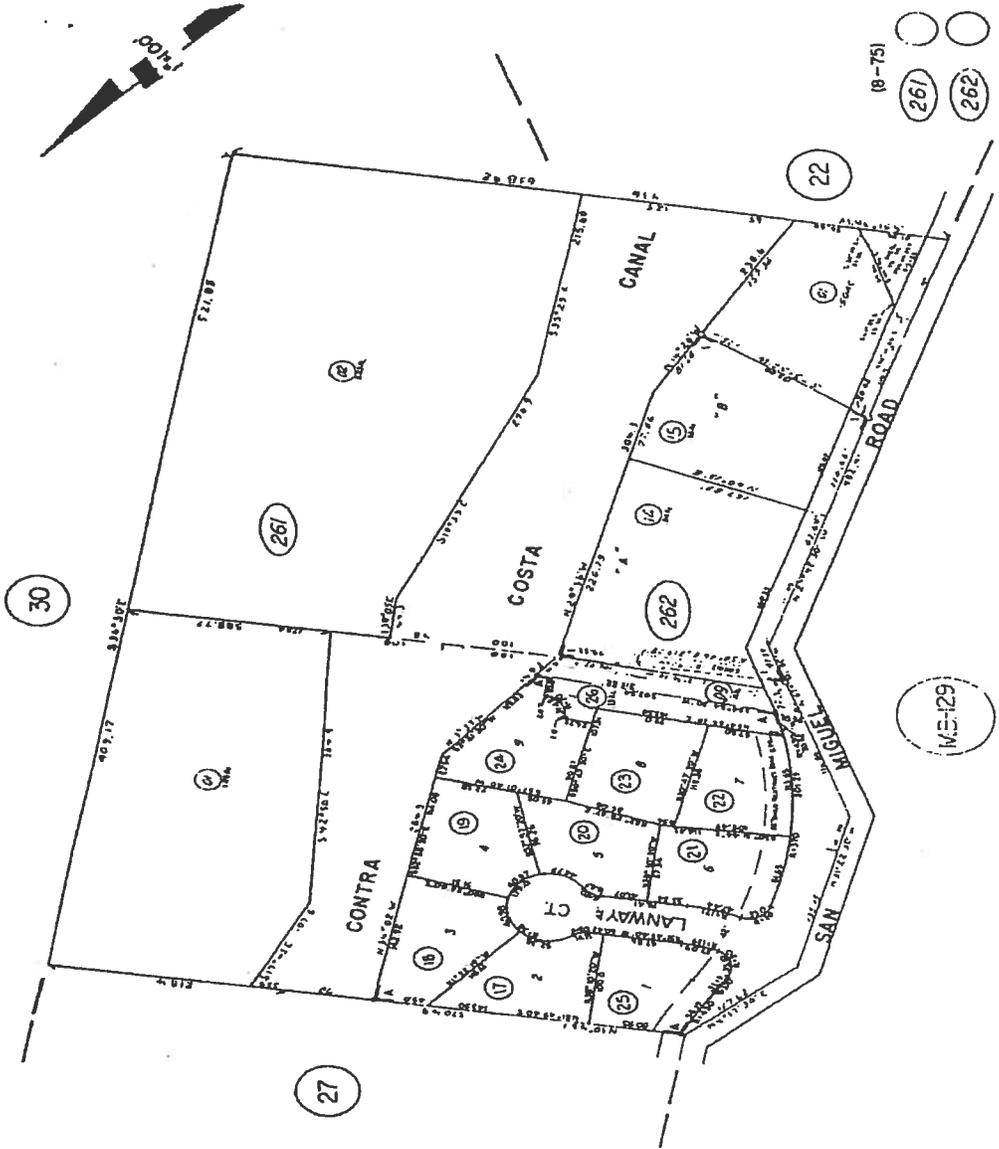
Signature Patti Kelly



RANCHO SAN MIGUEL (POR. 1000 AC. TR.)

1981 - A - TRACT 5309 (M.B. 046-05 SAN MIGUEL SERVICE)

1-12 P.M. 34 9-3-70



ASSESSOR'S MAP  
BOOK 130 PAGE 26  
CONTRA COSTA COUNTY CALIF

199405

Order No. 862506  
Customer Reference: None  
Page No. 5

**LEGAL DESCRIPTION**

REAL PROPERTY in the City of Concord, County of Contra Costa, State of California, described as follows:

**PARCEL ONE:**

Beginning at a point on the southeasterly line of the parcel conveyed by Deed from Martha Armstein to Francisco A. Barata, recorded June 22, 1927, in Book 92 of Official Records at Page 105, at the most northern corner of the parcel conveyed by Deed from Charles S. Perine, et ux to United States of America recorded February 20, 1939 in Book 474 of Official Records at Page 461, thence along the northeasterly line of said United States of America Parcel (474 OR 461) on the following courses and distances South 17° 43' East 107.6 feet and South 42° 50' East 304.9 feet, more or less, to the southeastern boundary line of the land, now or formerly, of Charles S. and Alma Perine; thence North 50° 40' East 195.05 feet more or less to the northeastern line of 1000 acre tract of the Rancho San Miguel, and the dividing line between the land now or formerly of Diaz on the West and G. Batta Lertora on the East; thence North 36° 30' West along said dividing line 409.17 feet to the most eastern corner of said Barata Parcel (92 OR 105) thence South 50° 46' West along the southeasterly line of said Barata Parcel 180.9 feet to the point of beginning.

**PARCEL TWO:**

A strip of land 25 feet in width, the northwestern line of which is parallel to and distant northwesterly 25 feet, right angles measurements, from the southeastern line thereof, the said southeastern line being described as follows:

Beginning at the most southern corner of the parcel described in the Deed from Charles S. Perine, et ux, to the United States of America recorded February 23, 1939, in Book 474 of Official Records at Page 461; thence from the said point of beginning South 53° 50' 40" West, 196.97 feet to a point on the northeastern line of said strip of land being lengthened so as to terminate on the East line of the United States of America parcel (474 OR 461) and to terminate on the West as a point on the northeastern line of San Miguel Road.

**PARCEL THREE:**

A parcel of land in the County of Contra Costa, State of California and being a portion of the tract of land described in the Grant Deed from Charles S. Perine, et ux to the United States of America, dated November 14, 1938, and recorded February 20, 1939, in Volume 474 at Page 461 of Official Records, of said county; said parcel of land more particularly described as follows:

Beginning at the most southerly corner of said tract of land granted to the United States of America; thence along the westerly boundary of said tract of land North 3° 35' West 24.57 feet; thence leaving said westerly boundary North 50° 55' East 184.42 feet to a point in the northeasterly boundary of said tract of land; thence along said northeasterly boundary South 42° 50' East 20.05 feet to a point in the southeasterly boundary of said tract of land; thence along said southeasterly boundary South 50° 55' West 200.00 feet to the point of beginning.

**END OF DOCUMENT**



City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA 94519

RECEIVED  
OCT 10 2012  
PLANNING

Dear Mr. Lenhardt,

I live with my wife and 19-month-old child on Tyler Ct. in Concord. We have been here for over a year and really appreciate the character of the neighborhood and surrounding area.

I am writing to you today because I am very concerned about the huge proposed church project currently being considered for approval by the city. The St Mary/St Mina's Coptic Orthodox Church project seems incredibly out of place for the neighborhood, considering the size and scope of the project and it being located along a narrow, scenic winding road and smack in the middle of a residential neighborhood.

My main concern is the traffic impact. As it is, San Miguel Road seems at capacity in terms of traffic, with some using it as a cut through from Treat over to Monument Blvd and downtown Concord. This project will have events up to every day of the week (in addition to Sunday services) with up to 600 people in attendance! The events could occur anytime from 630am until 930pm. I cannot imagine hundreds of additional cars traveling back and forth on San Miguel Road 7 days a week. And, since the access is so sketchy, an alternative going up and around on Via Montanas is an alternate proposal. That would be even worse (as most cars would still travel along San Miguel Road to get to Via Montanas) as those hundreds of vehicles racing through the quiet neighborhood on Via Montanas (including my street Tyler Ct) would absolutely ruin the quality of life in the neighborhood, increasing traffic ten-fold many times per week.

Aside from the traffic impact, there are many other concerns I have, too numerous to mention in this letter. The development asks for variances for Hillside Development, Heritage Tree Removal, Use Permit, and Design Review. The impact to air quality, noise, light intrusion, the wildlife in the area (we are adjacent to many open areas, mainly Lime Ridge) cannot be underestimated.

I implore the city to reject this project, as it is far too large for the area and would have a disproportionately negative impact on the entire neighborhood. The sheer size and scope of the project necessitates that it be located somewhere less rural,

with far better access via a main arterial boulevard, not along a winding country road not built or able to handle the load.

This project, if allowed to go through, would ruin the neighborhood and its feel, and I simply would not want to live here with my family. I moved here in part because of the rural feel and reduced traffic, and this would completely alter that and seems grossly out of scale and out of place, for all of the reasons stated above and many, many more.

Please do not approve this project.

Thank you,

A handwritten signature in black ink, appearing to read "Ben Smith", with a horizontal line extending to the right.

Benjamin E. Smith  
940 Tyler Ct.  
Concord, CA 94518

**Lenhardt, Ryan**

---

**From:** miked56@aol.com  
**Sent:** Wednesday, October 10, 2012 10:42 AM  
**To:** Lenhardt, Ryan  
**Subject:** proposed church on San Miguel  
**Attachments:** proposed church project.eml

RECEIVED  
OCT 10 2012  
PLANNING

**Lenhardt, Ryan**

---

**From:** Mike DiCarlo <miked56@sbcglobal.net>  
**Sent:** Wednesday, October 10, 2012 10:35 AM  
**To:** Miked56@aol.com  
**Subject:** proposed church project

RECEIVED

OCT 10 2012

PLANNING

Ryan,

I would like to state that my wife and me are opposed to the proposed Church project at 930 San Miguel Road in Concord.

Not only is this location a poor choice for this Church or any other building of its size, it is unfair for the city to even consider this a viable option. Not only would it have a negative impact on its neighbors, it would also add to problems we already have on San Miguel road. After being a resident on Scotnell pl., and driving that route for over the past twelve years, I've watched numerous cars running the stop sign at Via Montanas, and plenty more cars speeding from Monument blvd to Treat blvd.

If I presented plans to the city to build a pizza shop on that location, would the city mitigate the zoning laws for me?

Thank you

Regards Mike and Pat DiCarlo

**Lenhardt, Ryan**

---

**From:** mike@bayoakbenefits.com  
**Sent:** Wednesday, October 10, 2012 11:14 AM  
**To:** Johnson, Carol  
**Cc:** Lenhardt, Ryan; John Pelosi  
**Subject:** Letter #2 Regarding Proposed Church Development at 930 San Miguel Road  
**Attachments:** Signed Church Letter #2.pdf

Good Morning Carol,

Please see attached second letter as some additional concerns have arisen.  
Also, can you please confirm receipt of this email and attachment as well as the initial letter I sent yesterday? Thank you for your efforts.

So you're aware, I plan to mail a hard copy of this second letter also.

**Mike Pelosi**  
**Bay Oak Benefits and Insurance Services**  
(925)768-5878  
(866)408-2608 fax

RECEIVED  
OCT 10 2012  
PLANNING

RECEIVED  
OCT 10 2012  
PLANNING

October 10, 2012

TO: G. Ryan Lendhart, Senior Planner  
City of Concord Planning Division  
1950 Parkside Drive, MS/53 Building D, Permit Center  
Concord, CA 94519

FROM: Mike Pelosi  
2910 Lane Drive  
Concord, CA 94518

RE: Proposed St. Mary/St. Mina's Coptic Orthodox Church Project at 930 San Miguel Road

Ryan,

This letter is a follow up document in addition to my initial letter to you dated October 7, 2012. I am writing this letter with additional specific concerns that have very recently come to light. As further research has been done to determine whether or not the proposed Coptic Church development is the right development project for 930 San Miguel Road, it has come to my attention that there are numerous species, both plant and animal, of which some are possibly endangered and they will be greatly affected by any approved development the church may receive. These species include but are not limited to the following plant life and wildlife:

**Plant life**

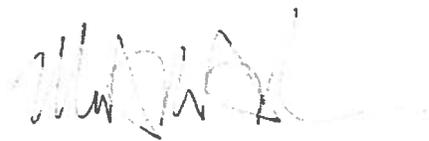
- The Lime Ridge Woollystar (*Eriastrum* sp. Novum)
- The Lime Ridge Navarretia (*Navarretia gowenii*)
- Mount Diablo Buckwheat (*Eriogonum truncatum*)

## Wildlife

- Mammals: Coyote, Bobcat, Puma, Black-tailed Deer
- Birds: Bewick's Wren (*Thryomanes bewickii*), Rufous-crowned Sparrow (*Aimophila ruficeps*), Barn Owl, Burrowing Owls (*Athene cunicularia*), Ash-throated Flycatchers (*Myiarchus cinerascens*), Ivory-Billed Woodpeckers (*Campephilus principalis*)
- Reptiles: Alameda Whipsnake (*Masticophis lateralis*), Blainville's Horned Lizard (*Phrynosoma blainvillii*), Western Fence Lizard, Coast Horned Lizard (*Phrynosoma coronatum*)
- Amphibians: Western Toad (*Anaxyrus boreas*), Pacific Chorus Frog (*Pseudacris regilla*), Red Legged Frog (*Rana draytonii*)
- Insects: Butterflies, Dragonflies, Grasshoppers

I do not claim to be a certified biologist, but with so many species coming to light as possible inhabitants in the area and the massive affect this proposed development would have on them it is without question that a full detailed Environmental Impact Report is necessary. The previous mitigation techniques that are proposed are not sufficient enough in addressing these specific concerns regarding plant life and wildlife. Please advise how the City of Concord will respond to my concerns for plant life and wildlife in the area without a full Environmental Impact Report on record to review.

Regards,



Mike Pelosi  
2910 Lane Drive  
Concord, CA 94518  
(925) 682-3009

RECEIVED  
OCT 10 2012  
PLANNING

October 10, 2012

TO: G. Ryan Lendhart, Senior Planner  
City of Concord Planning Division  
1950 Parkside Drive, MS/53 Building D, Permit Center  
Concord, CA 94519

FROM: Mike Pelosi  
2910 Lane Drive  
Concord, CA 94518

RE: Proposed St. Mary/St. Mina's Coptic Orthodox Church Project at 930 San Miguel Road

Ryan,

This letter is a follow up document in addition to my initial letter to you dated October 7, 2012. I am writing this letter with additional specific concerns that have very recently come to light. As further research has been done to determine whether or not the proposed Coptic Church development is the right development project for 930 San Miguel Road, it has come to my attention that there are numerous species, both plant and animal, of which some are possibly endangered and they will be greatly affected by any approved development the church may receive. These species include but are not limited to the following plant life and wildlife:

**Plant life**

- The Lime Ridge Woollystar (*Eriastrum* sp. Novum)
- The Lime Ridge Navarretia (*Navarretia gowenii*)
- Mount Diablo Buckwheat (*Eriogonum truncatum*)

## Wildlife

- Mammals: Coyote, Bobcat, Puma, Black-tailed Deer
- Birds: Bewick's Wren (*Thryomanes bewickii*), Rufous-crowned Sparrow (*Aimophila ruficeps*), Barn Owl, Burrowing Owls (*Athene cunicularia*), Ash-throated Flycatchers (*Myiarchus cinerascens*), Ivory-Billed Woodpeckers (*Campephilus principalis*)
- Reptiles: Alameda Whipsnake (*Masticophis lateralis*), Blainville's Horned Lizard (*Phrynosoma blainvillii*), Western Fence Lizard, Coast Horned Lizard (*Phrynosoma coronatum*)
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- Insects: Butterflies, Dragonflies, Grasshoppers

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Regards,



Mike Polosi  
2910 Lane Drive  
Concord, CA 94518  
(925) 682-3009

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October 10, 2012

TO: G. Ryan Lendhart, Senior Planner  
City of Concord Planning Division  
1950 Parkside Drive, MS/53 Building D, Permit Center  
Concord, CA 94519

FROM: Mike Pelosi  
2910 Lane Drive  
Concord, CA 94518

RE: Proposed St. Mary/St. Mina's Coptic Orthodox Church Project at 930 San Miguel Road

Ryan,

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- The Lime Ridge Woollystar (*Eriastrum* sp. Novum)
- The Lime Ridge Navarretia (*Navarretia gowenii*)
- Mount Diablo Buckwheat (*Eriogonum truncatum*)

## Wildlife

- Mammals: Coyote, Bobcat, Puma, Black-tailed Deer
- Birds: Bewick's Wren (*Thryomanes bewickii*), Rufous-crowned Sparrow (*Aimophila ruficeps*), Barn Owl, Burrowing Owls (*Athene cucularia*), Ash-throated Flycatchers (*Myiarchus cinerascens*), Ivory-Billed Woodpeckers (*Campephilus principalis*)
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- Insects: Butterflies, Dragonflies, Grasshoppers

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Regards,



Mike Pelosi  
2910 Lane Drive  
Concord, CA 94518  
(925) 682-3009

**Lenhardt, Ryan**

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**From:** John Pelosi <j.pelosi@comcast.net>  
**Sent:** Wednesday, October 10, 2012 12:29 PM  
**To:** Lenhardt, Ryan  
**Cc:** 'Patti Pelosi'  
**Subject:** 2nd. Letter & 2nd. List of Comments to the City of Concord for a "Proposed" Church Project at 930 San Miguel Road, Concord, CA 94518  
**Attachments:** 09 Oct. 2012 Letter to the City of Concord.docx; 09 Oct. 2012 Comments to the City of Concord.docx

Subj.: "Proposed" Church Project at 930 San Miguel Road, Concord, CA 94518

Ryan,  
As listed in the Notice of Intent to Adopt a Mitigated Negative Declaration, dated September 10, 2012, the public was invited to submit written comments concerning the "Proposed" Church Project located at 930 San Miguel Road, Concord, CA.  
I have attached our **second** letter and **second** list of comments concerning this "Proposed" Church Project.  
Best Regards,  
John Pelosi

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FROM: John R. Pelosi & Patti K. Pelosi, 933 Tyler court, Concord, CA 94518

TO: Mr. Ryan Lenhardt, Senior Planner, City of Concord, CA 94519

SUBJ: **Comments Concerning the "Proposed" St. Mary and St. Mina's Coptic Orthodox Church Project, Hillside Development Plan, City File: HDP 1-00**

Ref. 1: Notice of Intent To Adopt A Mitigated Negative Declaration, City of Concord, dated September 10, 2012

Ref.2: Initial Study/Mitigated Negative Declaration, St. Marty and St. Mina's Coptic Orthodox Church, City File: HDP 1-00, Prepared for: City of Concord Planning Department, dated September 10, 2012

Attach. B.: Comments Concerning the "Proposed" St. Mary and St. Mina's Coptic Orthodox Church Project, dated 09 October 2012

Dear Mr. Lenhardt,

As per Ref. 1, the City of Concord has issued a Notice of Intent to Adopt A mitigated Negative Declaration for a project to develop a church facility, as identified in Ref. 2., within an area zoned for single family residences. This Notice invites the public and all affected agencies to review the Initial Study and Mitigated Negative Declaration and submit written comments.

We are the owners of the home at 933 Tyler Court, Concord, CA. 94518 and as such, we will be negatively impacted by this project, if it is built. We have developed an additional number of written comments, concerns and questions and have provided them via Attachment B. We reserve the right to determine and submit additional comments, concerns and questions at a later date.

Please review our questions and provide your answers.

Thank you,

John Pelosi Patti Pelosi

Comments to the City of Concord Concerning the "Proposed" Church Project at  
930 San Miguel Road, Concord, CA. 94518

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Q9. As per Ref. 2, IMPACT I-2: Project plans do not provide information regarding shut off times for exterior lights. MITIGATION MEASURE I-2: All exterior lights, as well as dome light, shall have automatic timers to shut off at 10:30 PM, with the exception of security lighting (e.g. single lights located over doorways).

With implementation of MITIGATION MEASURE I-2, the impact would be less than significant.

This is a very subjective opinion. We strongly disagree that MITIGATION MEASURE I-2 fully corrects or minimizes the "light trespass" environmental negative impact.

1. What is the criteria that establishes 10:30 PM as the shut off time of day?

A9.

Q10. The project lists four (4) buildings identified as: sanctuary building (capacity of 297 people); multi-use building (consisting of a basketball gym, kitchen and bathrooms); classroom building (consisting of six (6) classrooms) and a chapel building (consisting of fourteen (14) pews and two (2) bathrooms). It would appear that at any time, some or all of the buildings could have activities at the same time. There are only 99 vehicular parking spaces shown on the drawings and the potential exists to have **297 people** and an unknown number of **additional people** in the other 3 buildings at the same time. **Thus, the number of people on-site during a common timeframe could be substantially much higher than the 297 alone in the sanctuary building.**

1. If all four (4) buildings had activities being conducted at the same time and with only 99 vehicular parking spaces on-site, where would all the **additional people** park their vehicles?
2. Even if the activities were held at varying times, invariably, there would be vehicles arriving and departing at various times causing gridlock at the entrance of the church facility and more importantly at the intersection of San Miguel Road and the access road.

**How would this potential vehicular impact be mitigated?**

A10.

Q11. Ref. 2. is 239-pages in total. There are multiple evaluations of multiple elements throughout the Declaration. Throughout the Declaration, findings are listed and in every case, they are mitigated to a category less than a "Potentially Significant Impact".

1. How can every finding be less than a "Potentially Significant Impact"?

A11.

**Lenhardt, Ryan**

---

**From:** Diane Stich <diane.stich@gmail.com>  
**Sent:** Wednesday, October 10, 2012 1:39 PM  
**To:** Lenhardt, Ryan  
**Cc:** John Stich; Diane Stich  
**Subject:** RE: St. Mary/St. Mina's Coptic Orthodox Church - Neighborhood Comments  
**Attachments:** St Mina Churuch comments\_101012.pdf

Mr. Lenhardt,

Attached, please find our letter regarding our reasons for not supporting the proposed church referenced above. It is my understanding that we need to have these to you by 5:00 today.

Thank you for taking the time to read and review our position.

--  
Thank You,  
Diane Stich

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OCT 10 2012

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October 10, 2012

Mr. G. Ryan Lenhardt  
Senior Planner  
**City Of Concord**  
**Planning Division**  
1950 Parkside Drive  
MS/53 Building D, Permit Center  
Concord, CA 94519

email: [ryan.lenhardt@ci.concord.ca.us](mailto:ryan.lenhardt@ci.concord.ca.us)

**RE: St. Mary / St. Mina's Coptic Orthodox Church**

Mr. Lenhardt,

I'm writing this letter to you today to let you know why we are against the building of the proposed Coptic Church. I hope after reading our concerns you will see how this proposed church will negatively impact our family and lifestyle.

Below are our reasons for not wanting this church to be built:

**TRAFFIC**

- San Miguel is already a very heavily traveled road. Especially between the hours of 6:00 – 9:00 a.m. and 4:00 – 8:00 p.m. It is a road that is heavily used by the surrounding families in the area to get their children to the surround 4+ schools in the area. As the traffic increased, the City already added 2 speed bumps in an effort to slow down and deter the traffic from coming down this 2 lane road. This road has some winding areas, which create blind spots when pulling out. We are concerned how much added traffic the church could bring and how they would be able to safely pull out on to San Miguel. The homes that are currently located on San Miguel have enough trouble trying to get in and out of their driveways.
- Via Montanas has been named as a possible alternate route. We are very much against this. We purchased in this area for the very fact that it provided only one way in an out of the neighborhood. This way it can't be used as a cut through for traffic. I feel I would no longer to able to allow my child to ride their bike in the neighborhood due to the increased traffic the church would bring, causing considerable traffic hazards to my child.
- In addition, the additional traffic will bring additional vandals. We are currently having issues in the area with vandals. They come into the neighborhood for the open space/dog park and then vandalize the cars at night. Because access is limited it has made policing the area easier. However, if an access road is built off of Via Montanas, it will be one more area to draw partiers, vandals.

- Construction traffic – If the proposed church were to get approval, we don't feel San Miguel could handle the construction traffic. To build such a large campus, it will take a large amount of contractors and building materials. These will need to be trucked in, again causing additional congestion and traffic hazards.
- Lastly, it will be one more area that can be used by people to “dump” their unwanted furniture, mattresses, bikes, building materials and yard clippings. How will this be policed? It won't. People already do this on San Miguel and we as neighbors are the ones that have to call the City to get it cleaned up.

### **WILD LIFE / OPEN SPACE**

- We are concerned that the building of this church will remove / drive away the wildlife in the area. Currently, we have families of deer, coyotes, wild birds, lizards and snakes. The proposed church will most likely disturb those creatures that call this area home. I'm very upset about that as we use the canal and walking trails weekly. My child has been able to use this area for reports and science projects due to the vast amount of wild life and learning opportunities it provides.

### **CANAL**

- We are concerned at what the building of the proposed church will do to the canal system. The canals are already in bad shape, as there are many areas that show cracking, leaking, and wear and tear. The canals most likely will not fair well during any such land development and excavating of the proposed church. In addition, any building of such proposed amounts would more than likely close the trails for walking and biking which would affect the many people who use them daily.

Mr. Lenhardt, we purchased in this area for the park like setting the neighborhood offers. If this proposed church is built, it will negatively impact our neighborhood. Because it isn't a major thorough fare, we are still able to get to talk to our neighbors, have neighborhood BBQ's and know who belongs in the area and who is down here to “hang out and party”. If the church is built, this will change our community.

Lastly, how long will it be before a major accident on San Miguel? Since we travel this road daily, we can tell you that if you allow the church to be built, it will happen rather quickly.

Thank you,

John and Diane Stich  
 3330 Rolling Meadow Court  
 Concord, CA 94518  
[Shifter84@sbcglobal.net](mailto:Shifter84@sbcglobal.net)

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To: City of Concord  
G. Ryan Lenhardt  
Planning Division  
1950 Parkside Drive, Concord, CA 94518

Project: St. Mary/St. Mina's Coptic Orthodox Church  
Initial Study and Mitigated Negative Declaration

Location: 930 San Miguel Road  
A.P.N. 130-261-002

From: Wade McClure  
1026 San Miguel Road  
Concord, CA 94519      Phone: 925 686-0134

Dear Mr. Lenhardt:

Enclosed are our comments and signatures in support of our position regarding the referenced project.

Thank you,



Wade McClure

To: City of Concord  
Planning Division  
1950 Parkside Drive, Concord, CA 94519

Project: St. Mary/St. Mina's Coptic Orthodox Church  
Initial Study and Mitigated Negative Declaration

Location: 930 San Miguel Road  
A.P.N. 130-261-002

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We, the residents of the San Miguel neighborhood are adamantly against the construction of St. Mary/St. Mina's Coptic Orthodox Church at the location of 930 San Miguel Road.

The City staff has determined that the impact on the San Miguel neighborhood will be less than significant (increased traffic, parking, noise, etc.) with the mitigation measures as outlined in the staff report.

The residents in the San Miguel area disagree and believe that the project with or without mitigation will have a negative impact on the community.

Because of the magnitude of the proposed project we believe that a full Environmental Impact Report should be required. The E.R.I. must be completed and approved prior to any other approvals, use permits, hillside development plans, variances, heritage tree removals, design reviews, etc.

We are concerned that the required mitigation measures may not be continued after construction is completed. Who will enforce the continuance of these measures in the years following construction?

The proposed project will have a significant effect on the community and the environment. We request that a full Environmental Impact Report be required.

Thank you,

The San Miguel Community

(Attached list of concerned residents)

**We request a full Environmental Report before  
the St. Mary/St. Mina's Coptic Orthodox Church project moves forward.**

Project: St. Mary/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road A.P.N. 130-261-002

DATE	PRINT NAME	SIGNATURE
10-5-12	WADE McCLURE	Wade McClure
ADDRESS	1026 SAN MIGUEL RD. CONCORD CA 94518	

DATE	PRINT NAME	SIGNATURE
10-5-12	Charlotte McClure	Charlotte McClure
ADDRESS	1026 SAN MIGUEL RD. CONCORD, CA 94518	

DATE	PRINT NAME	SIGNATURE
10-5-12	Ron Sevier	Ron Sevier
ADDRESS	966 San Miguel Road Concord	

DATE	PRINT NAME	SIGNATURE
10/5/12	NANCY SEVIER	Nancy Sevier
ADDRESS	966 SAN MIGUEL RD, CONCORD	

DATE	PRINT NAME	SIGNATURE
10/5/12	MARY MILARKIN	Mary M. Larkin
ADDRESS	1014 San Miguel Rd. Concord Ca 94518	

DATE	PRINT NAME	SIGNATURE
10/7	Janice Fairfield	Janice Fairfield
ADDRESS	1030 San Miguel Rd Concord CA 94518	

DATE	PRINT NAME	SIGNATURE
10-7-12	STEVE FAIRFIELD	Steve Fairfield
ADDRESS	1030 SAN MIGUEL RD CONCORD CA 94518	

DATE	PRINT NAME	SIGNATURE
10-8-12	DARYN ROLLINS	Daryn Rollins
ADDRESS	1034 San Miguel Rd. Concord CA 94518	

DATE	PRINT NAME	SIGNATURE
10-10-12	DON ROLLINS	Don Rollins
ADDRESS	1034 San Miguel Rd Concord CA 94518	

**We request a full Environmental Report before  
the St. Mary/St. Mina's Coptic Orthodox Church project moves forward.**

Project: St. Mary/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road A.P.N. 130-261-002

DATE	PRINT NAME	SIGNATURE
10/7	Paula Ash	Paula Ash
ADDRESS	1018 San Miguel Rd Concord, CA 94518	

DATE	PRINT NAME	SIGNATURE
10-7	Ronald J. Ash	Ronald J Ash
ADDRESS	1018 San Miguel Rd Concord CA	

DATE	PRINT NAME	SIGNATURE
10/7/12	Karen Ashley	Karen Ashley
ADDRESS	1021 San Miguel Rd. Concord, CA 94518	

DATE	PRINT NAME	SIGNATURE
10/9/12	MARY LOUISE WILLIAMS	Mary Louise Williams
ADDRESS	1015 SAN MIGUEL RD CONCORD 94518-2110	

DATE	PRINT NAME	SIGNATURE
10/7	IZA ZHIVAGO	Iza Zhivago
ADDRESS	1010 VAN MIGUEL RD CONCORD, CA 94518	

DATE	PRINT NAME	SIGNATURE
10/7	VIVIAN ZHIVAGO	Vivian Zhivago
ADDRESS	1010 VAN MIGUEL RD CONCORD, CA 94518	

DATE	PRINT NAME	SIGNATURE
10/7	THERESA VIVIANA	Theresa Viviana
ADDRESS	1010 VAN MIGUEL RD. CONCORD, CA 94518	

DATE	PRINT NAME	SIGNATURE
10.07	PHILIP M. NICOTRA	Philip M. Nicotra
ADDRESS	996 SAN MIGUEL RD CONCORD, CA 94518	

DATE	PRINT NAME	SIGNATURE
10/7	Ashley Smith	Ashley Smith
ADDRESS	984B San Miguel rd. Concord, CA 94518	

**We request a full Environmental Report before  
the St. Mary/St. Mina's Coptic Orthodox Church project moves forward.**

Project: St. Mary/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road A.P.N. 130-261-002

DATE	PRINT NAME	SIGNATURE
	RICHARD A. F. COCINO	Richard A. Cocino
ADDRESS	979 SAN MIGUEL RD CONCORD, CA 94518	

DATE	PRINT NAME	SIGNATURE
	ERIC Stone	Eric Stone
ADDRESS	975 San Miguel Rd Concord CA 94518	

DATE	PRINT NAME	SIGNATURE
10/7/2012	TIFFANY STONE	Tiffany Stone
ADDRESS	975 San Miguel Rd Concord, CA 94518	

DATE	PRINT NAME	SIGNATURE
10/7/2012	Sarah Courts	Sarah E. Courts
ADDRESS	3011 San Miguel Court Concord, CA 94518	

DATE	PRINT NAME	SIGNATURE
10/7/2012	DAVID COURTS	David Courts
ADDRESS	3011 SAN MIGUEL COURT CONCORD CA 94518	

DATE	PRINT NAME	SIGNATURE
10/7/12	Charmen Brummer	Charmen Brummer
ADDRESS	3061 San Miguel Ct. Concord, CA 94518	

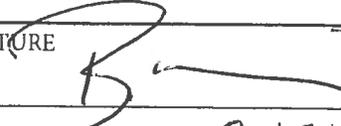
DATE	PRINT NAME	SIGNATURE
10/7/12	Chad Brummer	Chad Brummer
ADDRESS	3061 San Miguel Ct. Concord CA 94518	

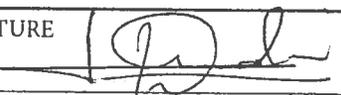
DATE	PRINT NAME	SIGNATURE
	Eivda Hedges	Eivda Hedges
ADDRESS	3050 San Miguel Ct Concord CA 94518	

DATE	PRINT NAME	SIGNATURE
	Rachel Hess	Rachel Hess
ADDRESS	3020 San Miguel Ct Concord CA 94518	

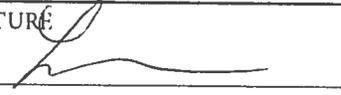
**We request a full Environmental Report before  
the St. Mary/St. Mina's Coptic Orthodox Church project moves forward.**

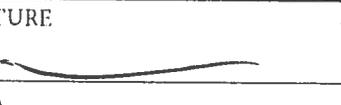
Project: St. Mary/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road A.P.N. 130-261-002

DATE	PRINT NAME	SIGNATURE
10/6/12	Paige McDaniel-Maher	
ADDRESS	1013 San Miguel Road, Concord, CA 94518	

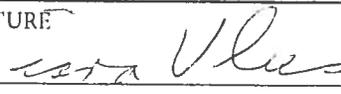
DATE	PRINT NAME	SIGNATURE
10/6/12	IMRAN DHEHJI	
ADDRESS	2931 Wilshire Place, Concord, CA 94518	

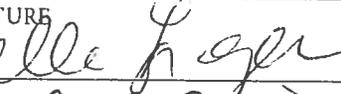
DATE	PRINT NAME	SIGNATURE
10/6/12	Boqula Dhedhi	
ADDRESS	2931 Wilshire Place, Concord, CA 94518	

DATE	PRINT NAME	SIGNATURE
10/6/12	Eileen Lukin	
ADDRESS	2934 Wilshire Pl Concord CA 94518	

DATE	PRINT NAME	SIGNATURE
10-7-12	ANTHONY CZARNECKI	
ADDRESS	2934 WILSHIRE PL CONCORD 94518	

DATE	PRINT NAME	SIGNATURE
10/6/12	WADE PEOPLES	
ADDRESS	974 BONNIE CLARE LN, CONCORD, CA, 94518	

DATE	PRINT NAME	SIGNATURE
10/6/2012	DIANA VLUCAN	
ADDRESS	2941 Brookside Ct Concord CA 94518	

DATE	PRINT NAME	SIGNATURE
	Michelle Lezer	
ADDRESS	2925 Wilshire Pl Concord, CA 94518	

DATE	PRINT NAME	SIGNATURE
10/6/2012	ADEAN GINETTE	
ADDRESS	2921 BRINDALE CT. CONCORD CA 94518	

**We request a full Environmental Report before  
the St. Mary/St. Mina's Coptic Orthodox Church project moves forward.**

Project: St. Mary/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road A.P.N. 130-261-002

DATE	PRINT NAME	SIGNATURE
10/06/12	Wahid Alcozai	Wahid. A
ADDRESS	Flora 3000 San Miguel ct A concord, CA, 94518	

DATE	PRINT NAME	SIGNATURE
10/06/12	Flora Alcozai	Flora A
ADDRESS	3000 San Miguel ct A concord, CA 94518	

DATE	PRINT NAME	SIGNATURE
10/6/12	Lori Smith	Lori Smith
ADDRESS	3030 SAN Miguel Ct Concord, CA 94518	

DATE	PRINT NAME	SIGNATURE
10/6/12	Dan Smith	Daniel M. Smith
ADDRESS	3030 San Miguel Ct Concord CA 94518	

DATE	PRINT NAME	SIGNATURE
10/6/12	Lenease Barton	Lenease Barton
ADDRESS	983 San Miguel Rd Concord	

DATE	PRINT NAME	SIGNATURE
	DAVIDEL BARTON	Danny Barton
ADDRESS	983 SAN MIGUEL RD CA 94518	

DATE	PRINT NAME	SIGNATURE
10/7/12	Karin Baker	Karin Baker
ADDRESS	2931 Brookdale Ct., Concord CA 94518	

DATE	PRINT NAME	SIGNATURE
10-7-12	Elizabeth Peoples	Elizabeth Peoples
ADDRESS	4174 Bonnie Clare Lane Concord, CA 94518	

DATE	PRINT NAME	SIGNATURE
10-7-12	RON WISE	Ron Wise
ADDRESS	2970 BROOKDALE Ct. Concord CA 94518	

We request a full Environmental Report before  
the St. Mary/St. Mina's Coptic Orthodox Church project moves forward.

Project: St. Mary/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road A.P.N. 130-261-002

DATE	PRINT NAME	SIGNATURE
10/6/12	Kelli Carlson	Kelli Carlson
ADDRESS	2931 Brookdale Ct.	

DATE	PRINT NAME	SIGNATURE
10/7/12	MARBI WISE	Marbi Wise
ADDRESS	2970 Brookdale Ct Concord, CA 94518	

DATE	PRINT NAME	SIGNATURE
10-7-12	NORMAN GELB	Norman Gelb
ADDRESS	2981 Brookdale Ct Concord CA	

DATE	PRINT NAME	SIGNATURE
10/7/12	Iris Gelb	Iris Gelb
ADDRESS	2981 Brookdale Ct Concord CA	

DATE	PRINT NAME	SIGNATURE
10/7/12	Sarah Gelb	Sarah Gelb
ADDRESS	2981 Brookdale Ct Concord CA	

DATE	PRINT NAME	SIGNATURE
10/7/12	Christian Rasmussen	Christian Rasmussen
ADDRESS	2980 Brookdale Ct. Concord CA 94518	

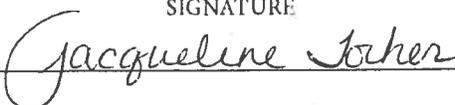
DATE	PRINT NAME	SIGNATURE
10/17/12	Dana Rasmussen	Dana Rasmussen
ADDRESS	2990 Brookdale Ct Concord, CA 94518	

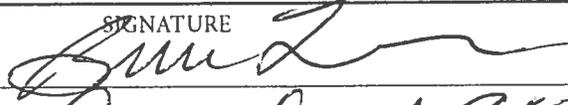
DATE	PRINT NAME	SIGNATURE
10/18/12	Jan Christensen	Jan Christensen
ADDRESS	3000 B San Miguel Ct Concord CA	

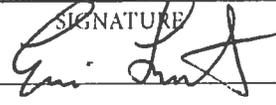
DATE	PRINT NAME	SIGNATURE
10/08/12	Robert Christensen	Robert Christensen
ADDRESS	3000 B SAN MIGUEL CT CONCORD CA	

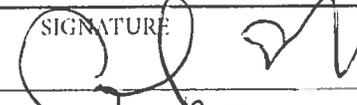
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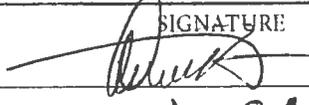
Project: St. Mary/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road A.P.N. 130-261-002

DATE	PRINT NAME	SIGNATURE
	Jacqueline Tocher	
ADDRESS	2924 Wilshire Place Concord CA 94518	

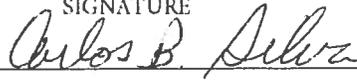
DATE	PRINT NAME	SIGNATURE
	Bruce Lezer	
ADDRESS	2925 Wilshire Pl Concord, CA 94518	

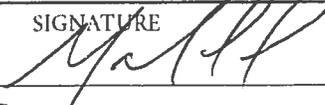
DATE	PRINT NAME	SIGNATURE
	ERIC LEINTZ	
ADDRESS	5306 VISTA POINT CT CONCORD 94521	

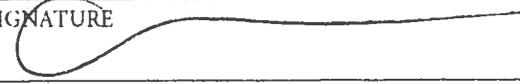
DATE	PRINT NAME	SIGNATURE
	ARMANDO SON JOSE	
ADDRESS	2926 BROOKDALE CT. CONCORD, CA 94518	

DATE	PRINT NAME	SIGNATURE
	DEAN ULUGAN	
ADDRESS	2941 Brookdale Ct, Concord 94518	

DATE	PRINT NAME	SIGNATURE
10/7/12	Ken Niemeyer	
ADDRESS	2958 Brookdale Court Concord CA 94518	

DATE	PRINT NAME	SIGNATURE
10/7/12	CARLOS B. SILVA	
ADDRESS	2931 BROOKDALE COURT, CONCORD, CAL. 94518	

DATE	PRINT NAME	SIGNATURE
10/7/12	MARC BONI	
ADDRESS	975 BONNIE CLARE LANE CONCORD, CA 94518	

DATE	PRINT NAME	SIGNATURE
10/7/12	CHRISTINA WOLFMAN	
ADDRESS	975 BONNIE CLARE LANE Concord, CA 94518	

**We request a full Environmental Report before  
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Project: St. Mary/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road A.P.N. 130-261-002

DATE	PRINT NAME	SIGNATURE
10/10/12	PATRICIA CHRISTIANOU	<i>[Signature]</i>
ADDRESS 1014 SCOTNELL PLACE, CONCORD, CA 94518		

DATE	PRINT NAME	SIGNATURE
10-8-12	JESUS LOPEZ	<i>[Signature]</i>
ADDRESS 1018-SCOTNELL PL CONCORD CA 94518		

DATE	PRINT NAME	SIGNATURE
10-8-12	MARIA LOPEZ	<i>[Signature]</i>
ADDRESS 1018 SCOTNELL PL CONCORD CA 94518		

DATE	PRINT NAME	SIGNATURE
10/8/12	RESITA LAPPINGA	<i>[Signature]</i>
ADDRESS 1016 SCOTNELL PL CONCORD CA 94518		

DATE	PRINT NAME	SIGNATURE
10-8-12	DENISE MANGIAPANE	<i>[Signature]</i>
ADDRESS 1005 SCOTNELL PLACE, CONCORD, CA 94518		

DATE	PRINT NAME	SIGNATURE
10-8-12	JULIE MANGIAPANE	<i>[Signature]</i>
ADDRESS 1005 SCOTNELL PL. CONCORD, CA. 94518		

DATE	PRINT NAME	SIGNATURE
10/3/12	MARtha BROWN	<i>[Signature]</i>
ADDRESS 1003 SCOTNELL PL. CONCORD, CA 94518		

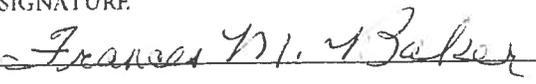
DATE	PRINT NAME	SIGNATURE
10/9/12	VINCENT BROWN	<i>[Signature]</i>
ADDRESS 1003 SCOTNELL PL. CONCORD, CA. 94518		

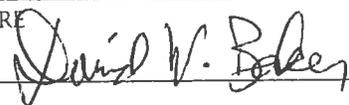
DATE	PRINT NAME	SIGNATURE
10/18/12	CORRINE COOK	<i>[Signature]</i>
ADDRESS 1007 San Miguel Rd Concord, CA 94518		

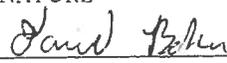
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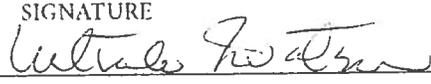
Project: St. Mary/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road A.P.N. 130-261-002

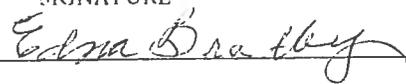
DATE	PRINT NAME	SIGNATURE
9/8/2012	Howard H. Lee	
ADDRESS	126 Homewood Dr. Concord, CA 94518	

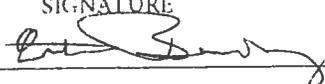
DATE	PRINT NAME	SIGNATURE
9-8-12	FRANCES M. BAKER	
ADDRESS	128 Homewood Dr Concord, Ca 94515	

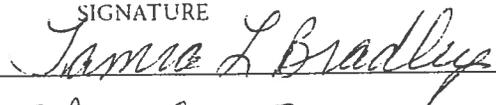
DATE	PRINT NAME	SIGNATURE
	DAVID W. BAKER	
ADDRESS	128 HOMEWOOD DR. CONCORD, CA. 94518	

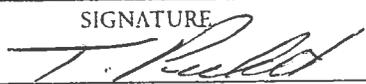
DATE	PRINT NAME	SIGNATURE
10-8-12	David S. Baker	
ADDRESS	128 Homewood Drive Concord CA 94518	

DATE	PRINT NAME	SIGNATURE
10/8/12	MIYUKI IWATSU	
ADDRESS	130 Homewood Dr., Concord, CA 94518	

DATE	PRINT NAME	SIGNATURE
10/8/12	Edna Bradley	
ADDRESS	131 Homewood Dr. Concord, Ca 94518	

DATE	PRINT NAME	SIGNATURE
10/8/12	Eurtis Bradley	
ADDRESS	131 Homewood Dr Concord Ca 94518.	

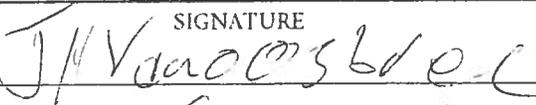
DATE	PRINT NAME	SIGNATURE
10/8/12	Tamra L Bradley	
ADDRESS	131 Homewood Dr Concord CA 94518	

DATE	PRINT NAME	SIGNATURE
10-8-12	Todd A Pickett	
ADDRESS	129 Homewood Dr Concord CA 94518	

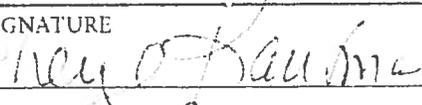
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Project: St. Mary/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road A.P.N. 130-261-002

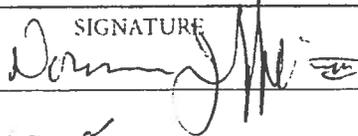
DATE	PRINT NAME	SIGNATURE
	DAVID C. THOMPSON	
ADDRESS	127 Homewood Dr Concord CA 94578	

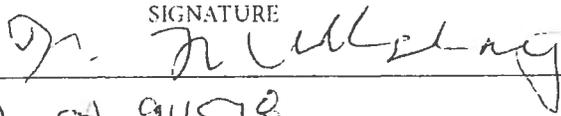
DATE	PRINT NAME	SIGNATURE
	JH Vanoeft	
ADDRESS	123 Homewood Dr Concord CA	

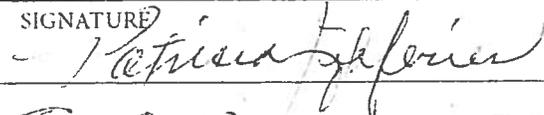
DATE	PRINT NAME	SIGNATURE
10/8/12	Alvin Lappinga	
ADDRESS	1016 Scotnell Pl, Concord, CA 94518	

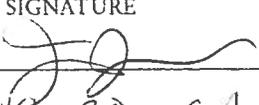
DATE	PRINT NAME	SIGNATURE
	CHERYL KAUFMAN	
ADDRESS	3010 San Miguel Ct Concord CA 94518	

DATE	PRINT NAME	SIGNATURE
10-8-12	JAMES JEFFERIES	
ADDRESS	2980 FRAYNE LN CONCORD, CA 94578	

DATE	PRINT NAME	SIGNATURE
10-8-12	NORMAN JEFFERIES III	
ADDRESS	2980 FRAYNE LN CONCORD CA 94518	

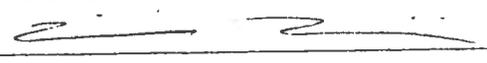
DATE	PRINT NAME	SIGNATURE
10/8/12	JACQUELYN MURPHY	
ADDRESS	2980 FRAYNE LN CONCORD CA 94578	

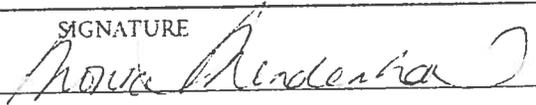
DATE	PRINT NAME	SIGNATURE
10/8/12	PATRICIA JEFFERIES	
ADDRESS	2980 FRAYNE LANE CONCORD, CALIF 94578	

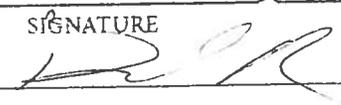
DATE	PRINT NAME	SIGNATURE
10/8/12	JANE JEFFERIES	
ADDRESS	2980 FRAYNE LANE, CONCORD, CA 94578	

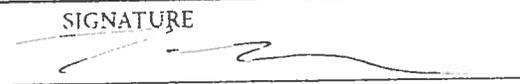
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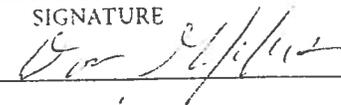
Project: St. Mary/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road A.P.N. 130-261-002

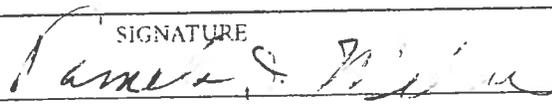
DATE	PRINT NAME	SIGNATURE
10/9/12	Rise Bradfield-Minder	
ADDRESS		
819 San Miguel Rd Concord CA		

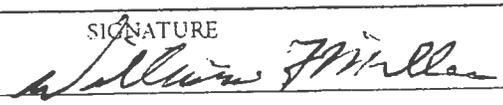
DATE	PRINT NAME	SIGNATURE
10/9/12	Monica Mendenhall	
ADDRESS		
2930 Fraynie Lane Concord CA 94518		

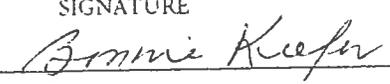
DATE	PRINT NAME	SIGNATURE
10/7/12	DAVID ROSENHEIM	
ADDRESS		
2930 FRAYNIE LN CONCORD CA 94518		

DATE	PRINT NAME	SIGNATURE
10/9/12	Fritz Minder	
ADDRESS		
819 San Miguel Rd Concord Ca. 94518		

DATE	PRINT NAME	SIGNATURE
10/9/12	Diane Griffin	
ADDRESS		
3351 LA FOSA DR CONCORD CA 94518		

DATE	PRINT NAME	SIGNATURE
10/10/12	Tam Miller	
ADDRESS		
1001 Scotell Pl Concord, CA 94518		

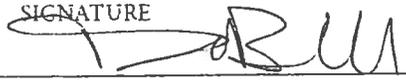
DATE	PRINT NAME	SIGNATURE
10/10/12	William Miller	
ADDRESS		
1001 Scotell Pl Concord CA 94518		

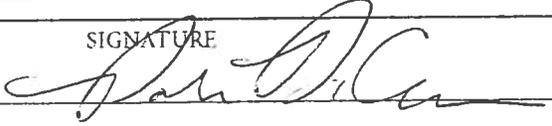
DATE	PRINT NAME	SIGNATURE
10-10-12	BONNIE KEEFER	
ADDRESS		
# Lenac Dr Concord CA 94518		

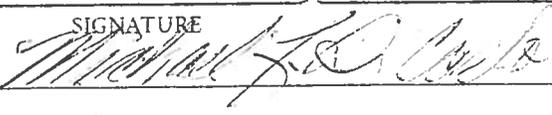
DATE	PRINT NAME	SIGNATURE
ADDRESS		

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Project: St. Mary/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road A.P.N. 130-261-002

DATE	PRINT NAME	SIGNATURE
10/9/12	David B. Bell	
ADDRESS		
1007 San Miguel Rd. Concord CA 94516		

DATE	PRINT NAME	SIGNATURE
10/9/12	Patricia DiCarlo	
ADDRESS		
1015 Scotnell Place, Concord, CA 94518		

DATE	PRINT NAME	SIGNATURE
10/9/12	Michael DiCarlo	
ADDRESS		
1015 Scotnell Place, Concord, CA 94518		

DATE	PRINT NAME	SIGNATURE
ADDRESS		

DATE	PRINT NAME	SIGNATURE
ADDRESS		

DATE	PRINT NAME	SIGNATURE
ADDRESS		

DATE	PRINT NAME	SIGNATURE
ADDRESS		

DATE	PRINT NAME	SIGNATURE
ADDRESS		

DATE	PRINT NAME	SIGNATURE
ADDRESS		

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Project: St. Mary/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road A.P.N. 130-261-002

DATE	PRINT NAME	SIGNATURE
10-7-12	Rebeka Levine	Rebeka Levine
ADDRESS		
2920 Brookdale Ct. Concord, Ca. 94518		

DATE	PRINT NAME	SIGNATURE
10-7-12	Roger Gilbert	Roger Gilbert
ADDRESS		
2930 Brookdale Ct. Concord, CA 94518		

DATE	PRINT NAME	SIGNATURE
10-7-12	Chris Gilbert	Chris Gilbert
ADDRESS		
2930 Brookdale Ct. Concord, CA 94518		

DATE	PRINT NAME	SIGNATURE
ADDRESS		

DATE	PRINT NAME	SIGNATURE
ADDRESS		

DATE	PRINT NAME	SIGNATURE
ADDRESS		

DATE	PRINT NAME	SIGNATURE
ADDRESS		

DATE	PRINT NAME	SIGNATURE
ADDRESS		

DATE	PRINT NAME	SIGNATURE
ADDRESS		

October 6, 2012

City of Concord  
Attn: G. Ryan Lenhardt, Senior Planner  
1950 Parkside Drive, MS/53  
Concord, CA 94519

RECEIVED  
OCT 10 2012  
PLANNING

Re: Notice of Intent to Adopt A Mitigated Negative Declaration for the Project of St. Mary/St. Mina's Copitc Orthodox Church.

Dear Planning Division,

My husband and I have lived in Concord since 1977, when we moved here from San Francisco. We have enjoyed our community, friends and wonderful open space areas. We were the second family to move to Via Montanas in 1985. We have enjoyed our neighbors, open space, and a quiet country setting that is not found in any other part of Concord. As more of our friends are moving away to quieter areas in the mountains, we have chosen to stay and retire in our wonderful city of Concord. We embrace our city slogan: "Concord, Where Families Come First".

Of all the places to build a church or any other large structure (shown on the Project Site Map), this is the **least appropriate**. We don't think there is any church/place of worship in or around Concord that isn't on a large boulevard or at least a 4 lane road. The increased traffic alone on San Miguel road, which is a two lane, tiny, winding canal road with a 25/15 mph speed limit, let alone the traffic on the access driveway, across the very busy bike/walking path and the Contra Costa Canal is absolutely ludicrous.

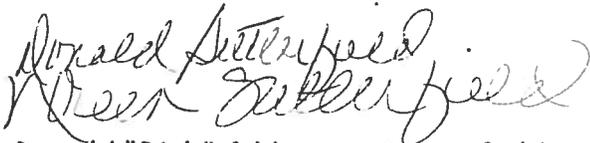
Furthermore, the alternate access on Via Montanas is just as ridiculous (Initial Study, City File: HDP 1-00). This is a one way in; one way out community, with the bike/walking path and dog park at the end of our street; we will never be able to get out of our driveways safely with the increase in traffic, which your report states could increase 600%. We enjoy watching and participating in, our community, taking walks, riding bikes, or just visiting with our neighbors outside. This area is a **quiet residential community**, zoned as residential and we hope it will stay that way. We do question the environmental study, but as we are not experts, we will have to concede to these findings. But we don't believe that this will not

have a negative impact on our community or our quality of life. We don't see anything being stated regarding emergency services or safety as far as police, fire, or ambulance service/access, has this even been addressed?

With all the attention to developing the old Naval Weapons Station, wouldn't that be a much better location to develop a church/place of worship, which we are sure the City has plans for. Couldn't the city trade the property here at 930 San Miguel Road for property in the new development of the Naval Weapons Station and leave the San Miguel property to open space or small residential that would fit in with our surrounding community. This would have better access off the freeway, and new roads with traffic density in mind. There must be a more suitable solution.

As tax payers and business owners of Concord, we hope that our comments/concerns will be heard. We support "The Friends of San Miguel Road" and hope we can uphold our quiet residential quality of life.

Sincerely,



Donald "Rich" & Noreen Sutterfield  
971 Via Montanas  
Concord, CA 94518

Cc: Concord City Mayor - Ron Leone  
Concord City Vice Mayor - William Shinn  
Concord City Council Members:  
Tim Grayson  
Daniel Helix  
Laura Hoffmeister

October 6, 2012

City of Concord  
Attn: G. Ryan Lenhardt, Senior Planner  
1950 Parkside Drive, MS/53  
Concord, CA 94519

RECEIVED

OCT 22 2012

PLANNING

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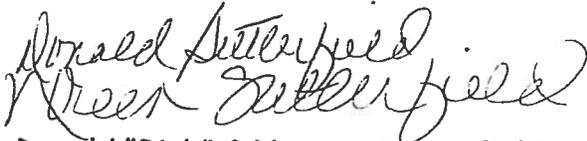
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Sincerely,



Donald "Rich" & Noreen Sutterfield  
971 Via Montanas  
Concord, CA 94518

Cc: Concord City Mayor - Ron Leone  
Concord City Vice Mayor - William Shinn  
Concord City Council Members:  
Tim Grayson  
Daniel Helix  
Laura Hoffmeister

**George E. Delfabro  
3030 Lanway Court  
Concord, CA 94518**

City of Concord  
Attn: G. Ryan Lenhardt  
Senior Planner  
1950 Parkside Drive  
Concord, CA 94519

RECEIVED  
OCT 10 2012  
PLANNING

Dear Mr. Lenhardt:

My family and I have lived on Lanway Court for over thirteen years. Over these years, I have notice that the public trail behind our home has been slowly shifting; there is a tilted slant towards the homes along the trail. This shift in earth may explain why I have had to replace my 150 foot fence a couple of times within the past three years.

I recently learned of the project St. Mary's/St. Mina's Coptic Orthodox Church proposed at 930 San Miguel Road. First, let me say that I am a practicing religious person, I go to church and our children attend religious schools. I believe in all the freedoms afforded to citizens of the United States of America and those specific to California.

Because of the Rural Residential designation of this area and the fact that I have personally seen characteristic changes in the general topography of the earth around the trail, I respectfully request the City of Concord conduct a more in depth Environmental report. I want to know how the weight of these proposed structures will impact the area. By way of evidence, I am attaching some pictures of a neighbors home which has directly experienced some movement. In particular you should review the paint line and land movement. Your Mitigated Negative Declaration Report, pursuant to CEQA should be complete and thorough enough to address these concerns.

Additional, the City's traffic study does not address the rural nature of San Miguel Road. The proposed entrance to the project area will create a dangerous condition as it is on a blind curve (often dangerous when exceeding the 25 MPH limit). I don't think the City's study accurately addresses the traffic impacts while approaching the proposed entrance. There are clearly site distance problems that have not been addressed in the City's study.

Emergency Services (Police and Fire) access to the proposed site is a concern by the mere fact the existing vehicle bridge is rated for 32,000 pounds. I would like the City to address how emergency personnel will access the proposed site. With schools, day care, meetings facilities, rental facilities and religious ceremonies there is sure to be an unforeseen emergency or two and no loss of life is worth losing because first responders cannot get to the location with their proper equipment.

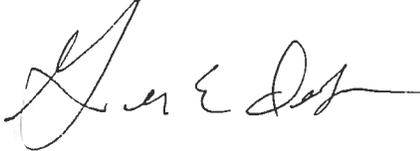
**George E. Delfabro  
3030 Lanway Court  
Concord, CA 94518**

NPDES is a big concern to me and I would request the City conduct a hydraulic study for the impact of runoff from all the paving. As a resident below the proposed site I would like to know if the current runoff issues will be exasperated by any additional runoff from the proposed project.

The City of Concord is a "Family First City" this is why my family and I have chosen to make our home in this great City of Concord. Currently our small 6-home cul-de-sac has limited traffic within the Court. We have young residents starting new families and many of our children play outside. I know our neighbors all have concerns & questions about the increased traffic that will turn this quite neighborhood into something drastically different. Just one wrong U-turn into our Court by someone missing the short distance entrance to the proposed site could result in injury to a child, disruption to our neighborhood, and illegal parking. Please address how overflow Church parking will be addressed along San Miguel and within the immediate neighborhoods. Clearly the proposed site does not have enough on-site parking.

These comments are written to be included in the City's Public Comment Period which ends October 10, 2012 at 5 pm.

Sincerely,

A handwritten signature in black ink, appearing to read "George E. Delfabro". The signature is fluid and cursive, with a long horizontal stroke at the end.

George E. Delfabro

cc: Father Anthony Hanna, 5194 Keller Ridge Drive, Clayton, CA 94517

Jackie Tocher  
2924 Wilshire Place  
Concord, CA 94518  
(925) 691-4473  
jackie.tocher@gmail.com  
8 October 2012

City of Concord  
Attn. G Ryan Lenhardt  
1950 Parkside Drive  
Concord, CA 94519

RECEIVED  
OCT 10 2012  
PLANNING

Mr. Lenhardt,

I am writing with regard to the proposed church site at 930 San Miguel Road. Please do not allow this church to be built at that site. It would have a very negative impact on the neighborhood in many ways.

I moved to this area because I liked the quiet, natural setting. Since I moved here in 2007, I have seen an increase in the traffic on San Miguel Road. Adding a church in the neighborhood would further increase the traffic. I must drive on San Miguel Road to Treat Blvd. to get to work. Traffic already backs up at Treat Blvd. and adding more traffic would negatively impact everyone who has to San Miguel Road. There isn't an alternate route when driving toward Walnut Creek.

This area is zoned for residential building. It is not zoned for commercial property. The proposed church is to be built on a narrow winding country-like road. San Miguel Road cannot possibly accommodate an increase in traffic to the extent one might expect with this proposed church site.

Adding more cars to San Miguel Road is also a considerable safety issue. I have walked down San Miguel Road many times. It is a busy street and people often exceed the speed limit. There are no sidewalks for most of the distance through a narrow winding section of the road. It is distressing to walk there as it is, and adding more traffic will increase the likelihood of accidents, especially accidents involving pedestrians.

Part of the proposal is to "improve" the current bridge across the canal. They will also put in a road to accommodate the church traffic and construction equipment. The current entrance is a dirt and gravel driveway. The canal trail is quite heavily used in this area. I see people of all ages including small children using it regularly. Adding the road which will cross the canal and the trail is potentially dangerous to the many people who use the trail.

Increasing traffic on San Miguel Road will also serve to reduce the air quality of this neighborhood. With more cars there will be more congestion. Cars which are stopped in traffic and not moving are adding air pollution. Cars continue to emit exhaust even if they aren't going anywhere. A traffic increase of this magnitude will definitely worsen the congestion and the air quality here.

Where will these church attendees park? There doesn't appear to be adequate parking on the church site for the number of people who will likely attend this church. The parking will spill over into the neighborhood. San Miguel Road doesn't have room for parking. There is only one small section which might fit a few cars. The rest will have to park in the small side streets. Many of the residents here use the street for parking their own cars. There is no room for people who do not live here to park.

Additionally, seeing cars parked along our small country lane will detract from our lovely setting. This, and all of the points I have already made, will cause further decrease in our property value.

Personally I am appalled that there could be a permit issued to remove Heritage Trees. As a fifth generation California resident I cannot approve of the removal of any heritage trees. Those trees are part of our history and environment and should not be removed to allow any building to be built.

I hope you will consider the unusual circumstances of this unique neighborhood. Please do not allow this church to be built here. I invite you to tour this area and get a sense of why we live here and the many ways in which the building of this church will negatively impact the residents.

Thank you for your time and consideration.

  
Jackie Tocher

RECEIVED

OCT 10 2012

PLANNING

October 8, 2012

City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA 94519

Re: "Proposed" Church Project at 930 San Miguel Road, Concord, CA 94518

Mr. Lenhardt,

As a new property owner on Via Montanas and a mother of two young girls, I must express my extreme concern and dissatisfaction over the proposed church project to be built on San Miguel Road. There are so many items within the Initial Study that cause me alarm I am not sure where to begin. The bottom line for me is safety and I simply cannot see how anyone could approve this type of increase in vehicular traffic on a rural windy road like San Miguel.

San Miguel is a beautiful little road with mature trees, quick bends and turns, and very little shoulder access; it has county charm and needs to be driven at a slow and careful pace. How will this road be treated by the 600 plus people who have no vested interest in the beauty of the community but just need to make their church event on time? My home is above San Miguel at 954 Via Montanas, the only access out of my community is to travel on San Miguel. I must drive the road to take my children to school, gather groceries, and attend my own church. One of the selling points for my home purchase was the hidden treasure I had found in this back woods area, it felt secluded and private and SAFE. The increase to traffic will not only severely impact the congestion along the road but unfortunately will provide a greater potential for accidents to occur.

The other road I am concerned about is the bike path, riding on this path has become a favorite pass time for my family. With only a small bridge to travel across I worry how vehicles will be informed to stop, look, and listen. Will the city insist that a stop sign be installed at both sides of the crossing? Will a traffic light or even a street light be installed to help as a visual aid? Who will be responsible for making sure that traffic does not become backlogged across the path potentially separating one of my children from me, or causing our ride to come to a standstill, while the church is emptied from the last service.

It has also been noted that there is a "potential" alternate route through Via Montanas for traffic to travel and I am heartbroken to think that my private community will become a thoroughfare for random people to speed through. I will not stand by idly and allow this to happen, while I am not against the building of a house of God, I am very much against this project.

I have only touched on the safety issues that arise from this proposed church project, but there are so many other items that sadden me and cause me distress when reviewing the Initial Study/Mitigated Negative Declaration documents. Please do not allow our beautiful little gem to be over built; the size of this project is not appropriate for this area and is a serious safety hazard for my family and my community.

Sincerely, 

Shelly Wise  
954 Via Montanas  
Concord, CA 94518  
(925) 252-9965

## Lenhardt, Ryan

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**From:** Lenhardt, Ryan  
**Sent:** Thursday, February 23, 2012 12:51 PM  
**To:** 'Norm Dyer'  
**Cc:** George Guorgui; gguorgui@aol.com; 'MillsAsoc@aol.com'; Kennedy, Frank  
**Subject:** RE: St. Mary and St. Mina

Norm,

- 1) By way of copying Carolyn on this e-mail, please confirm that the revised arborist report is complete.
- 2) By way of copying Frank on this e-mail, please confirm that the LID feasibility analysis is complete.
- 3) Understood.
- 4) Pending.

Each of these items must be submitted to staff and deemed complete to move forward through the process.

Ryan

**From:** Norm Dyer [<mailto:NDyer@lca-architects.com>]  
**Sent:** Wednesday, February 15, 2012 2:21 PM  
**To:** Lenhardt, Ryan  
**Cc:** George Guorgui; [gguorgui@aol.com](mailto:gguorgui@aol.com)  
**Subject:** St. Mary and St. Mina

Hi Ryan:

In our meeting last week there were 4 items I still owed you relative to the complete application. Here is an update:

- 1) Arborist Report – Submitted last week
- 2) LID Feasibility – The Civil engineer has been in contact with Frank Kennedy and reports that the work is complete. Here is a copy of the revised civil drawing.
- 3) Color/Material Board – I plan to bring it to the hearing next week unless you need it beforehand
- 4) Plan for canal crossing – We are meeting with CCWD tomorrow

Please confirm that the last two items you need for the complete application are #3 and #4 above. Also, when will your staff report be available?

Norm

## Lenhardt, Ryan

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**From:** Lenhardt, Ryan  
**Sent:** Wednesday, March 07, 2012 5:08 PM  
**To:** 'George Guorgui'  
**Cc:** gguorgui@aol.com; abouna@me.com; dregypt7@gmail.com; Johnson, Carol; Munneke, Cathy; 'Norm Dyer'  
**Subject:** RE: St. Mary and St. Mina Church Project update  
**Attachments:** RevisedScopeofServices 3-6-12.doc

George,

Per our discussion yesterday, Carolyn is revising the Initial Study and Mitigation Monitoring Report to analyze the revised plans that were presented to the Design Review Board on February 23, 2012. The following items are required to move forward with a Mitigated Negative Declaration, so the City can establish that all potentially significant impacts will be mitigated to a level of insignificance by project revisions. These changes are needed in order for staff to support the project.

- Updated geotechnical report and amended soils report (you indicated this will be complete around the first week in April).
- A traffic management plan to assess the flow of local traffic during bridge reconstruction (you indicated the Water District will respond to your proposed design this week).
- Revised landscape plans that are consistent with the civil plans (Carolyn indicated Terry Camp is working on revisions and should have them to her next week).

According to Carolyn's revised scope of work (attached to this e-mail), she anticipates completing the Administrative Draft Initial Study for staff's review by mid-April, provided the abovementioned items are submitted in a timely manner and are complete.

Please contact me with your questions.

Ryan

**From:** George Guorgui [<mailto:Gguorgui@vsfcd.com>]  
**Sent:** Monday, March 05, 2012 10:22 AM  
**To:** Lenhardt, Ryan  
**Cc:** [gguorgui@aol.com](mailto:gguorgui@aol.com); [abouna@me.com](mailto:abouna@me.com); [dregypt7@gmail.com](mailto:dregypt7@gmail.com)  
**Subject:** St. Mary and St. Mina Church Project update

Hi Ryan,

I talked to Carolyn last week and she mentioned that there will be an extra cost involved for the updating of the EIR. Also I would like to know when the City will be able to schedule our next Staff planning commission, at least the first one.

For your knowledge I already met with Kleinfelder last week and I will update the soil report including the comments addressed in the EIR.

Also I should hear from Contra Costa Water district by this week if they agreed with my new proposal for the renovation of the existing bridge.

Please also let me know how far the architect work is complete and approved by the City, if it is 100% or less. This will help me to schedule his next payment accordingly.

Thanks,  
George Guorgui  
Project Manager for St Mary and St. Mina Church  
Cell: 707-386-8511  
[gguorgui@aol.com](mailto:gguorgui@aol.com)

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rec'd 7-27-12 from LCA

## 2.0 PROJECT DESCRIPTION

and set back approximately 110 to 170 feet, respectively, from the westerly property line, while the multi-use building and chapel extend into the hillside. These two latter structures are set back 165 feet and 22.5 feet, respectively, from the westerly property line. Entrance to the property is in the northwest corner of the property through a wrought-iron double swing gate mounted between two stucco columns. The parking areas extend along the northerly and westerly property boundary. Landscaping is located along the property boundaries as well as interspersed throughout the site and within the parking areas. A main entry plaza is created in front of the sanctuary entrance. The remaining one quarter of the property would be left as open space. (Refer to the Tentative Site, Grading, Drainage and Utility Plan on Figure 2-5 and the Master Plan in Figure 2-6.)

The sanctuary would contain 13,020 square feet; the classroom building 2,840 square feet; the multi-use building 6,280 square feet and the chapel 1,140 square feet totaling 23,280 square feet within the development footprint. All of the structures would be single story. The sanctuary is sized to hold up to 297 persons. The maximum height of the sanctuary at the top of the dome is 42 feet, with the remainder of the structure's height ranging from 23 feet 9.5 inches to 30 feet. The height of the classroom building is 17 feet and the height of the multi-use building is 30 feet. The height of the chapel is 22 feet 6 inches to the top of the dome.

### Architectural Details

Figures 2-7 through Figure 2-9 illustrate the architectural design of the church structure. Architectural elements of the sanctuary include a mix of heights, curved and flat roofs, and articulation of the facades. The curved roofs are designed to reflect the hillside behind the project site and of the hillside south of the developed area. The sanctuary is 13,020 square feet and contains the primary features of a church facility including a vestibule, baptistery, nave, altar and apse. In addition, the church facility also has classrooms along the north side and a kitchen and reception area on the south side. These elements extend out on each side of the main church area and are 21 feet high at their highest point. The entrance to the church is along the west elevation. This part of the structure has a curved roof that extends 30 feet above ground at its highest point. The roof slopes downward to its lowest height of 17 feet above ground. As depicted in the elevations, the front entrance is identified with its large, arched stained glass window situated above a double set of doors. On each side of the doorway and recessed two feet from the front façade, are two linear windows that each includes a cross that extends the length and width of the window. Arched windows are located four feet above ground and directly above the concrete masonry unit (CMU) veneer that outlines the base of the entire structure. Clerestory window panels are located under the curved roof that covers the north and south wings of the sanctuary. With the exception of the dome, the overall roof height over the center of the structure is 32 feet above ground level. The dome is located above the nave in the sanctuary and extends 10 feet above the roof for an overall height of 42 feet. A cross will be placed at the center of the dome, extending the height 5 feet 9 inches, for an overall total height of 47 feet 9 inches. The dome is copper clad.

The arched windows are located along the sides and the rear of the sanctuary, excluding the apse. The rear elevation bows out to incorporate the apse. Clerestory windows are located above the doorways along the two sides of the structure. A standing beam roof will be used throughout with the exception of the dome and the roof of the apse area. The exterior of the structure will be painted cement plaster above the CMU veneer. Color tones shown in the architectural plans are a palette of beige/brown variations.

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## 2.0 PROJECT DESCRIPTION

Figures 2-10 through 2-12 illustrate the architectural design of the classroom, multi-use and chapel buildings. The design of the classroom and multi-use buildings reflects similar architecture of the sanctuary. Both designs incorporate the curved roof line, standing seam metal roof, clerestory windows, as well as the CMU veneer and painted cement plaster. Many of the taller windows in both buildings incorporate the cross. The height of the classroom building is 17 feet at its highest point and the multi-use building is 30 feet high. The multi-use building has a recessed entry along its north elevation. This building will provide for recreational and social needs of the church community and includes a basketball court, a portable stage and kitchen facility.

The chapel is located at the southern end of the main parking lot. It measures 1,140 square feet and can accommodate 50 persons. The structure has curved roof but above the dormers the dormer frame is pitched, but roof is curved. The rear of the building has a curvature, which contains the apse or altar. The height along the front elevation is 18 feet 4 inches to the top of the roof and in the rear the height is 24 feet from the ground to the top of the copper clad dome. A cross will be placed on top of the dome, which measures 7 feet 3 inches tall, bringing the total height at the rear of the building to 34 feet 11 inches from the lowest ground elevation. Exterior materials and colors are the same as the other structures.

### Access and Circulation

Site access is from San Miguel Road, approximately 240 feet south of the Lane Drive/Lanway Court intersection via an existing access road and bridge over the canal (refer to Figure 2-5). The private roadway easement extends approximately 340 feet from San Miguel Road to the project site. Currently the 37-foot-wide easement contains two lanes separated by a tree/brush screen. The southerly gravel driveway provides access to the two properties on the south side of the easement. The northerly gravel roadway provides access to the project site and the two properties north of the site. This roadway extends across the Contra Costa Canal and the East Bay Regional Park District (EBRPD) Canal Trail. Three residential driveways enter the easement between San Miguel Road and the Contra Costa Canal along the southern gravel driveway. Project plans indicate that the tree screen will be eliminated and the roadway paved to accommodate two-lane traffic within a 24- to 28-foot road width. A typical roadway section shows that a 4.5-foot-wide sidewalk would extend along the southerly side of the roadway in addition to the curb and gutter. The private roadway would be 28 feet wide with the exception of where the private driveways enter the roadway. At these points, the roadway narrows to 24 feet to allow the sidewalk to go around the private driveways.

It is intended that the bridge crossing the Contra Costa Canal would be improved to accommodate the increased traffic as well as heavy construction equipment and emergency vehicles. Plans indicate that the existing wood planks would be replaced with a steel pan deck and ~~layer of~~ asphalt (Dyer, 2012). The project will be accomplished in phases by allowing one lane to remain open and passable at all times. It is anticipated that the resurfacing project will take 5-7 days. The bridge would accommodate two-way traffic upon completion of the resurfacing project. Bridge improvements will require an encroachment permit from the Contra Costa Water District's Watershed and Lands Department and a license from the U.S. Bureau of Reclamation (USBR).

2.0 PROJECT DESCRIPTION

Table 2-2  
ESTIMATED PROJECT PHASING AND  
CONSTRUCTION SCHEDULE

Construction Phase	Construction Activity	Estimated Duration
1	Bridge Improvement, site grading and erosion control, underground utilities (water, sewer, storm drain, electricity, cable etc.), temporary site fencing. Bridge Replacement Project	3 to 6 months
2	Construction of the church: foundation, structure, interior and exterior finishing, other miscellaneous (fire alarms, etc.) and chapel.	3 weeks <del>3 years</del> 1 year
3	Surrounding area of the sanctuary; parking lot improvements; light poles, landscaping; traffic improvements.	<del>3 to 6 months</del> included
4	Classroom and multi-use buildings – could occur right after completion of the church depending upon available funding.	~2 years future

Source: St. Mary & St. Mina's Coptic Orthodox Church; George Guorgui.

Sources

LCA Architects, 2012. Conceptual Elevations, January 31

Norm Dyer, 2012, correspondence with Ted Leach, Contra Costa County Fire Protection District, March 20.

George Guorgui, 2012. St. Mary & St. Mina's Coptic Orthodox Church, e-mail correspondence with Carolyn Mills, April 10 and May 23 and telephone conversation March 13.

Humann Company, Inc., 2012. Vesting Tentative Site, Grading, Drainage and Utility Plan, January 27.

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### 3.0 ENVIRONMENTAL CHECKLIST

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1. Project title: St. Mary and St. Mina's Coptic Orthodox Church
2. Lead agency name and address: City of Concord Planning Department  
950 Parkside Drive MS/53  
Concord, CA 94519
3. Contact person and phone number: G. Ryan Lenhardt, Senior Planner (925) 671-3162
4. Project location: 930 San Miguel Road, Concord, California
5. Project sponsor's name and address: St. Mary and St. Mina's Coptic Orthodox Church  
P. O. Box 271295  
Concord, CA 94527
6. General plan designation: RR (Rural Residential)
7. Zoning: R20 (Single Family Residential, 20,000 sq. ft. minimum)
8. Description of project: The applicant is requesting the following approvals from the City of Concord: Hillside Development Plan, Use Permit, Variance, Design Review and Heritage Tree Removal for the purpose of constructing on a portion of the project site, a sanctuary, classroom building, multi-use building and chapel to serve members of the St. Mary and St. Mina's Coptic Orthodox Church. The classroom and multi-use buildings would be used for other church-related activities not typically held in the sanctuary. The sanctuary and classroom building would be built on the flatter portions of the property, while the multi-use building and chapel would be built into the hillside. The parking area and landscaping would be located between the structures and the westerly property line, as well as throughout the developed portions of the project site. The remaining one-quarter of the property would be left as open space. The sanctuary would contain 13,020 square feet; the classroom building 2,840 square feet; the multi-use building 6,280 square feet and the chapel 1,140 square feet. All of the structures are single story. The maximum height of the sanctuary at the dome is 42 feet. The height varies for the rest of the structure; ranging in height from 23 feet 9 1/2 inches at its lowest point to 30 feet at its highest. The height of the multi-use building is 30 feet; the height of the classroom building is 17 feet and the chapel height is 22 1/2 feet. Site access is from San Miguel Road, approximately 240 feet south of the Lane Drive/Lanway Court intersection via an existing access roadway/bridge over the Contra Costa Canal and East Bay Regional Park District (EBRPD) Canal Trail.

The private access roadway easement extends approximately 340 feet from San Miguel Road to the project site. Currently the 37-foot-wide easement contains two lanes separated by a tree/brush screen. The southerly gravel lane provides access to the two properties on the south side of the easement. The northerly gravel lane provides access to the project site and the three properties north of the site. This access roadway extends across the Contra Costa Canal and EBRPD Canal Trail. Project plans indicate that the ~~tree screen~~ would be eliminated and the roadway paved to accommodate two-lane traffic within a 24- to 28-foot road width. A typical

3.0 ENVIRONMENTAL CHECKLIST

*with steel and asphalt.*

roadway cross section shows that a 4.5-foot-wide sidewalk would extend along the southerly side of the roadway in addition to the curb and gutter. The private roadway would be 28 feet wide with the exception of where the private access roadways enter the roadway. At these points, the roadway narrows to 24 feet to allow for the sidewalk to go around the private driveways. The Contra Costa County Fire Protection District requires a minimum unobstructed width of 20 feet. It is intended that the bridge crossing the Contra Costa Canal would be improved to accommodate the increased traffic as well as heavy construction equipment and emergency vehicles. Plans indicate that the existing wooden planks would be replaced with ~~concrete slabs on top of the existing steel girders~~. The bridge would accommodate two-way traffic. Improvements to the bridge would require an encroachment permit from the Contra Costa Water District's Watershed and Lands Department and a license from the U.S. Bureau of Reclamation (USBR).

9. Surrounding land uses and setting: North of the site, a nursery and two single-family houses; east and above the property, single-family residences; south of the property, Lime Ridge Open Space; and west, the Contra Costa Canal and EBRPD Canal Trail. Five single-family houses front along the 340-foot easement located between San Miguel Road and the Contra Costa Canal. The two southerly houses have access to the easement.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.): Contra Costa Water District, U.S. Bureau of Reclamation, U.S. Corps of Engineers, California Department of Fish and Game and the Regional Water Quality Control Board (RWQCB).

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.

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

3.0 ENVIRONMENTAL CHECKLIST

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

### 3.0 ENVIRONMENTAL CHECKLIST

#### Discussion:

- a) *Have a substantial adverse effect on a scenic vista?* *an exhibit showing*

The project site is not located in an area where a scenic vista could be impacted. The site sits back from San Miguel Road approximately 340 feet and cannot be readily seen from the roadway. However, residents located above the site have views of scenic vistas to the west. Neither the sanctuary nor the ancillary structures would block the westerly view from these residences. The applicant's architect, LCA prepared elevations to illustrate this point. The top of the sanctuary dome is 42 feet high, its highest point. A five foot, nine inch tall metal cross would sit atop the dome, which measures 5 feet 9 inches. The elevation at the top of the dome is 158 feet. The nearest residence at 945 Tyler Court has a finished floor elevation of 166.5 feet, an elevation difference of 8 feet above the church. The sanctuary is located 270 feet from the rear of the residence. At this distance and angle, the church would not impede the view for the residents at this address. The residence at 3331 Rolling Meadow Court sits back 310 feet from the back of the church with a finished floor elevation of 214.5 feet. The church also would not impact the views from this residence.

The classroom building has a height of 17 feet and the multi-use building has a height of 30 feet. The top of the classroom building would be at elevation 136 and the multi-use building at elevation 151 ½ feet. Residences that would be most directly affected are located at 933 through 941 Tyler Court, directly above the project site. These three houses are located between elevation 161 ½ feet and 166 ½ feet and sit back 160 to 210 feet from the rear of these two church structures, therefore they would not block views from the houses on Tyler Court.

The applicant's landscape plan (Camp and Camp, January 2012) depicts a tree screen around the three property lines and along the southern edge of the development area. In particular, a fairly dense tree screen consisting of the existing tree grove, coast live oaks, coast redwoods, California bays and valley oaks is proposed along the eastern boundary to screen the buildings from the views of the residents above the project site. These trees, when fully grown, will provide a visual amenity to the residents above as well as help to screen views of the structures for the residents. However, until the trees reach maturity, portions of the buildings would be visible to residents above the site when using their back hillsides. However, this is considered a less-than-significant impact because the structures do not block the westerly views for the residents above the project site.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* *near yards*

Development would be limited to the northern three-quarters of the site with the remainder left as ~~permanent open space~~ *vacant*. Development will necessitate the removal of some existing trees, which primarily consist of evergreen, eucalyptus, pepper and palm trees, all of which are non-native species. A tree grove located in the northeast corner of the project site will remain. The applicant will be required to apply for a tree removal permit from the City. There are no historic buildings on the site nor is the site located along a state scenic highway. The site represents an undeveloped piece of land located between residential development to the north, east and west, prior to approaching the Lime Ridge Open Space. Leaving some of the hill in the southern portion of the site in its natural condition provides a visual transition from the developed area to the open space when using the EBRPD Canal Trail. Therefore, this is considered a less-than-significant impact.

### 3.0 ENVIRONMENTAL CHECKLIST

- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

The proposed project would alter the view of the site as seen from the EBRPD Canal Trail. Users of the trail would be very much aware of the development for approximately 200 feet until such time that the landscaping reaches maturity to help screen the views. The landscape plan reflects a row of trees consisting of a mix of locust, tupelo and coast redwoods, supplemented with a mix of shrubs and groundcovers to screen the structures. Figures 3-1 through 3-4 show views of the project site from both directions along the canal trail prior to development and after construction, with and without landscaping. As shown in Figure 3-2 the entrance to the church property and the front of the sanctuary would be visible when approaching the site from the north, passing the entrance and just south of the entrance for approximately 90 feet. As noted on Figure 3-2, the sanctuary is partially visible from the trail, and the landscaping screens the parking areas. In Figure 3-4 the photos represent the northerly view when walking along the trail. Without landscaping the chapel and the roof/dome of the sanctuary would be visible. With the exception of a portion of the chapel, landscaping along the southern portion of the development area screens the buildings from the trail. The landscape plan includes a plant palette of coast live oaks, California bay trees, valley oaks, pear and redwoods, supplemented with shrubs and groundcover.

Trail users will be aware of the grading and construction activities on the project site and, until the trees reach maturity, the buildings will be visible.

**Impact I-1: Short term visual impacts will occur for trail users until such time that trees reach maturity.** *This is impractical. Landscape should be last.*

Mitigation Measure I-1A: Upon completion of grading and site improvements, and prior to construction of the sanctuary and other structures, the peripheral tree screen shall be planted as shown on the landscape plan.

Mitigation Measure I-1B: The applicant shall post a security bond to assure protection of existing and newly planted trees that are located on the property. The term of the bond shall extend at least two years beyond completion of all construction.

Mitigation Measure I-1C: Newly planted trees and shrubs shall be monitored for a period of five years from the date of installation. Any trees lost during this period shall be replaced and monitored by the applicant for the same length of time.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Exterior lighting would be placed throughout the parking lots, pathways and on the exterior building facades. The applicant submitted a lighting plan depicting the location and types of light fixtures that would be used throughout the building site. Included with the lighting plan was a photometric analysis, which shows the level of footcandles projected by the light fixtures. The further away from a light source, the lower the footcandle. The lighting plan only shows the location of the light standards that will be located throughout the parking lots and along the pedestrian paths. Plans call for two fixture types: a 22-foot high box style used in the two parking lots and a 14-foot high round style located in the plazas and walkways. There will be exterior lights located on the building

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prepare air quality attainment plans. These plans must provide for district-wide emission reductions of five percent per year averaged over consecutive three-year periods or provide for adoption of "all feasible source control measures on an expeditious schedule."

The project site is located within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD) whose various plans, guidelines and regulations would apply to the project. The BAAQMD has a multi-pollutant monitoring site on Treat Boulevard in Concord. Table 3-2 shows historical occurrences of pollutant levels exceeding the California and federal ambient air quality standards from 2008 through 2011. The number of days that each standard was exceeded is shown. As shown in the table, all federal ambient air quality standards are met in the area with the exception of ozone and PM<sub>2.5</sub>. Additionally, the California ambient standards for ozone and PM<sub>10</sub> are regularly exceeded.

Table 3-2  
AIR QUALITY DATA SUMMARY FOR CONCORD 2008- 2011

Pollutant	Standard	Days Exceeding Standard In Given Year			
		2008	2009	2010	2011
Ozone	State 8-Hour	8	5	4	5
Ozone	Federal 8-Hour	6	2	1	2
PM <sub>10</sub>	Federal 24-Hour	0	0	0	0
PM <sub>10</sub>	State 24-Hour	6.0	0	0	6.1
PM <sub>2.5</sub>	Federal 24-Hour	7.0	1.0	1.0	2.1
Carbon Monoxide (CO)	Federal 8-Hour	0	0	0	0
Carbon Monoxide (CO)	State 8-Hour	0	0	0	0
Nitrogen Dioxide (NO <sub>x</sub> )	State 1-Hour	0	0	0	0
Sulfur Dioxide (SO <sub>2</sub> )	State 1-Hour	0	0	0	0

Sources: Air Resources Board, 2009 and 2012, Aerometric Data Analysis and Management (ADAM).  
Air Resources Board, 2012. Ambient Air Quality Standards

**Discussion:**

*City of Concord, CA*

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

A project would be judged to conflict with or obstruct implementation of the regional air quality plan if it would be inconsistent with the growth assumptions, in terms of population, employment or regional growth in Vehicle Miles Traveled. This could occur if a project required a general plan amendment or rezoning, which the proposed project does not. St. Mary and St. Mina's Coptic Orthodox Church is an existing church in the City of Concord. The miles traveled by the parishioners are transferred from the existing downtown site to the proposed project site. Furthermore, the BAAQMD considers a daily auto vehicle trip generation of 2,000 to be the threshold of significance requiring project review for air quality mitigation (BAAQMD CEQA Guidelines, 2011). The proposed project would generate approximately 280 vehicle trips for Sunday

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services and would not increase pollutants to levels exceeding BAAQMD air quality standards. Therefore, the impact is considered less than significant.

- b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Separate screening criteria are presented in the BAAQMD CEQA Guidelines for operations-related emission of ozone precursors and criteria air pollutants except carbon monoxide (CO). As shown in Table 3-3, the project's operations-phase emissions are projected to be less than the thresholds of significant air quality effect for ozone precursors, PM<sub>10</sub> and PM<sub>2.5</sub>.

CO has its own screening procedure related to traffic and CO levels contributed by project-related and cumulative travel on local streets. The estimated maximum project traffic of 300 trips per day (Sunday only) is so low that it would add less than 0.1 ppm to the local microscale CO levels. Based on ambient air monitoring data for the Treat Boulevard monitoring station, the maximum 8-hour CO concentrations each year are zero. The state and federal ambient air quality standard for CO is 9 ppm during 8 hours. The CO effect of the project, therefore, would be less-than-significant individually and cumulatively.

**TABLE 3-3**  
**Project Operations Emissions and Thresholds of Significant Effect**

Air Pollutant	Operations Emissions (tons/year)	Construction Emissions		Thresholds	
		Total (tons)	Daily Maximum (pounds)	Annual (tons)	Daily Maximum (pounds)
ROG	0.29	0.42	27.4	10	54
NO <sub>x</sub>	0.38	1.24	53.3	10	54
CO	3.10	0.82	31.5	N/A	N/A
PM <sub>10</sub> exhaust	--	0.07	2.8	15	82
PM <sub>10</sub> total	0.55	0.33	19.9	N/A	N/A
PM <sub>2.5</sub> exhaust	--	0.06	2.6	10	54
PM <sub>2.5</sub> total	0.10	0.12	6.2	N/A	N/A

**NOTES:**

1. N/A means not applicable.
2. Project emissions were modeled using URBEMIS2007 model for about 300 trips/day.
3. Operational emissions include vehicle exhaust for project-related travel, natural gas combustion for space and water heaters, and building maintenance (e.g., paint). Operations emissions exclude indirect emissions for electrical power generation.

SOURCES: BAAQMD, 2010b. URBEMIS2007 versions 9.2.4.

- 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)?*

The San Francisco Bay Area is a non-attainment area for 8-hour ozone levels. However, since the proposed project is a move from one location to another within the City of Concord, the project

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- Observation of food carried in the beak or claws to the nest.

If the biologist observes incubation behavior, incorporating the following measures should protect the nest location.

- Establishment of a buffer using orange construction fencing around the nest in accordance with California Department of Fish and Game (CDFG) recommendations until the young have fledged. A no-disturbance zone of a width needed to adequately protect nests during construction shall protect all active nests. For most songbirds, a 50-foot diameter zone is recommended; for raptors, a 200-foot diameter zone is recommended.
- Monitor the nest a minimum of once per week to confirm that the young have fledged and that no new nesting pairs are present before the buffer is removed. After the biologist has determined that all young have fledged, construction may proceed within the protected zone.

If it is not feasible to delay or modify construction activities around the nest, the biologist should contact the CDFG to discuss alternative buffer options.

**IMPACT IV-2: Removal of trees could result in direct mortality of special status bats. In addition, construction noise and human disturbance could cause roost abandonment and death of young bats.**

Some special-status bat species, such as the pallid bat (*Antrozous pallidus*), are recorded to occur roosting in tree crevices or cavities 8 to 10 miles of the project site. No evidence of pallid bat or other special-status bat roosting activity was observed on the project site during the field surveys; however, there is a remote possibility that new roosts could be established prior to the removal of trees. An adverse impact to special-status bats could occur if trees scheduled for removal were occupied in the future, prior to tree removal. Therefore, removal of large trees could permanently remove roosting habitat or disturb individual bats. Some of these bat species could possibly use crevices in exfoliating bark and/or hollow cores in trees.

**Mitigation Measure IV-2:** The project applicant shall avoid disturbance to the potential roosts of special-status bats during the removal of trees through a Pre-Construction Special Status Bat Species Survey.

If construction activities (i.e., ground clearing and grading, including removal of trees) occur during the non-breeding season of bats (September 1 through February 28), no pre-construction survey and no other mitigation is required.

If construction occurs during the breeding season (March 1 through August 31), the applicant shall perform a pre-construction special status bat species survey with the following components to avoid impacts to special-status bats.

- Prior to grading or tree removal, a biologist shall inspect each group of trees to determine bat presence and use. The biologist will conduct the assessment through appropriate combination of inspection, sampling, exit counts, and acoustic surveys. As appropriate,

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bat exit or emergence counts will be made at dusk to determine bat activity. In addition, an acoustic detector may also be used to determine such activity.

- If pre-construction surveys indicate that roosts are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees that have been determined to be unoccupied by special-status bats may be removed.
- If, however, individuals or colonies were present during proposed tree removal, and the tree removal can reasonably be expected to result in harm, then bats shall be excluded from their roost locations during the appropriate time of the year using humane methods. Such methods will be selected in consultation ~~between~~ <sup>with</sup> the biologist and the CDFG.
- If there is potential for adverse effects on bat habitat, then measures developed under the direction of the biologist shall be implemented to reduce the effect on the bat colony to a negligible level. Measures may include improvement of off-site colony roosts, installation of artificial "bat boxes," or improvement of species management sufficient to offset impacts from the loss of a colony. Such measures will be implemented in consultation between the biologist and the CDFG.

With implementation of Mitigation Measures IV-1 and IV-2, the impact would be less-than-significant.

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

The project site contains no streams, creeks, or other riparian habitat. The only "blue-line" feature mapped by the U.S. Geological Survey in the immediate area is the Contra Costa Canal. The canal is not jurisdictional under the Clean Water Act, which is implemented by the California Department of Fish and Game (CDFG), U.S. Army Corps of Engineers (Corps) and the Regional Water Quality Control Board (RWQCB). The canal is a non-tidal ditch excavated on dry land and conveys water 48 miles from Rock Slough in East Contra Costa County to the Terminal Reservoir in Martinez (CCWD, 2010).

Sensitive natural communities are those that are considered rare in the region, support special-status plant or wildlife species, or receive regulatory protection (i.e., §404 of the Clean Water Act and/or the § 1600 et seq. of the California Fish and Game Code). In addition, the California Natural Diversity Data Base (CNDDB) has designated a number of communities as rare; these communities are given the highest inventory priority (Holland 1986 and CDFG 2003). Sensitive natural communities do not occur on the St. Mary and St. Mina's Coptic Orthodox Church property; thus, there would be no impact. The site, however, contains small areas of wetlands, whose impacts and mitigation measures are discussed in the following section.

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The seasonal wetland is located in the northwestern portion of the project site. The area is disturbed, with evidence of plowing and motor vehicle access. It drains into a culvert that runs under the Contra Costa Canal and "daylights" in a channel parallel to the roadway access to the site. Hydrophytic vegetation observed in the seasonal wetland includes Italian ryegrass (*Lolium multiorum*), Bermuda grass (*Cynodon dactylon*), Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), beard grass (*Polypogon* sp.), and California blackberry (*Rubus ursinus*).

The emergent wetland is located in the northeastern portion of the site. It drains into the seasonal wetland. Hydrophytic vegetation observed include narrow leaf cattail (*Typha angustifolia*), Johnson grass (*Sorghum halepense*), Italian ryegrass (*Lolium multiflorum*), Bermuda grass (*Cynodon dactylon*), beard grass (*Polypogon* sp.), and lamb's quarters (*Chenopodium album*). The wetland is located within a topographic draw, which appears to have been filled in the past. Water apparently seeps out of an adjacent culvert to create the wetland. The watershed for the draw is small and is unlikely to contain surface water in late spring and summer without irrigation runoff from the homes east of the project site (Sycamore Environmental Consultants, 2006b).

The site's ephemeral channel, defined as having water flowing only for a short duration after precipitation events, drains in an easterly-westerly direction parallel to the main roadway access to the site from San Miguel Road. As indicated previously, water flow in the "day-lighted" portion of the channel apparently is conveyed from the seasonal wetland by way of the culvert under the Contra Costa Canal. The day-light portion of the channel empties into another culvert that extends under San Miguel Road. In addition to the occasional drainage from the seasonal wetland, water may be leaking into the culvert from the Contra Costa Canal. There is no riparian vegetation around the channel.

**IMPACT IV-3:** The proposed project could result in the placement of fill into approximately 0.168-acres of seasonal and emergent wetlands, and ephemeral channel habitat regulated by the Corps pursuant to Section 404 of the Clean Water Act, or the RWQCB pursuant to Section 401 of the Act.

As planned, the proposed project's construction of the sanctuary building, entry plaza, parking lots, and driveways could impact 0.012 acre of emergent wetlands and 0.152 acre of seasonal wetlands. In addition, 0.004 acre of ephemeral channel may be impacted by new access road construction and utility improvements along the access road to the project site from San Miguel Road. An additional impact to the off-site tributary to Pine Creek could occur from construction/installation of a (6- x 6- foot) rock rip-rap energy dissipater at the creek bank. The tributary is on the southwest side of San Miguel Road. The energy dissipater is associated with the construction of a 15-inch-diameter storm drain to replace an existing 12-inch-diameter corrugated metal pipe.

**Mitigation Measure IV-3:** The project applicant shall obtain a Section 404 Permit from the U.S. Army Corps of Engineers and, as required, a Section 401 Water Quality Certification from the Regional Water Quality Control Board and a Section 1600 Streambed Alteration Agreement with the California Department of Fish and Game prior to the placement of fill or construction of structures and access roads over jurisdictional wetlands, implement appropriate compensation measures for the loss of wetland values and acreage, and implement best management practices (BMPs) to reduce potential impairment to the Pine Creek tributary's water quality.

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high liquefaction potential and much of the bedrock is described as friable (loose) sands, which will require monitoring during construction.

**Mitigation Measure VI-3A:** The project geotechnical engineer and engineering geologist shall monitor project implementation to ensure that construction complies with the recommendations in the approved geotechnical report and that supplemental recommendations are provided if unexpected conditions are encountered during construction.

**Mitigation Measure VI-3B:** During grading, the project geotechnical engineer/engineering geologist shall observe and approve all excavations in foundation areas of buildings, and monitor placement of fill and installation of subdrains.

**Mitigation Measure VI-3C:** Cut slopes and cuts made for retaining walls shall be observed and mapped by the project engineering geologist, who will provide any required slope modification recommendations based on the actual geologic conditions encountered during grading. Prior to any modification, the applicant shall obtain the City's approval.

**Mitigation Measure VI-3D:** Placement of all fill shall be observed and tested by the project geotechnical engineer.

**Mitigation Measure VI-3E:** Prior to requesting final inspection, the project geotechnical engineer shall submit a grading completion report that presents the following:

- results of compaction testing;
- a detailed original geologic map of the site based on observations of the project engineering geologist during construction;
- a map showing location and approximate depth of all installed subdrains, including cleanouts and outfalls;
- results of the soil corrosivity tests of soils on each graded building pad, and
- comments on the consistency of the construction with the recommendations in the geotechnical reports that were the basis of issuance of the construction permits.

**Mitigation Measure VI-3F:** Gradient criteria for engineered slopes as recommended by Kleinfelder shall be required for development of the project site. Any conflicts between the future grading plans and these criteria should be interpreted as evidence that special engineering is required (e.g., retaining walls, geogrid reinforcement). Those standards call for use of 3:1 fill slopes as a general standard for the project, with the exception that competent bedrock may be constructed with a 2:1 gradient.

**Mitigation Measure VI-3G:** All grading and drainage plans shall be subject to review of the City's peer geologist. Appropriately licensed professionals shall prepare the plans.

**Mitigation Measure VI-3H:** Unstable soils shall be removed within graded areas.

**Mitigation Measure VI-3I:** During grading, the project engineering geologist shall observe and approve all excavations in foundation areas of buildings down to stable bedrock that is not subject to soil creep or liquefaction. Cut slopes shall be observed and mapped by the

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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?*

There are no schools within one-quarter mile of the project site; thus, there is no impact.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The proposed project site is not included on lists of hazardous materials sites compiled pursuant to any government code; thus, there is no impact.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

The project site is not located within the boundaries of an airport land use plan. The nearest airport is Buchanan Field, which is located approximately 2.5 miles northwest of the project site. The air traffic hazard to people visiting the church would be less than significant. No mitigation is necessary.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

The proposed project is not located within the vicinity of a private airstrip; thus there is no impact.

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

The site is not located on a major arterial street that would be used as a major evacuation route. Therefore, the proposed project would not impair or interfere with an adopted emergency response or evacuation plan. There is no impact.

- 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?*

The project site is in a hilly, semi-rural residential area with residential development on the west, north and east sides of the site. The south side of the site adjoins the Lime Ridge Open Space. Upon completion of construction, a 2:1 (horizontal-to-vertical) slope would exist on the south side of the site that would support wild grass and weed growth. There would be ample fuel for wildfires to occur in the area.

The project site is in a Local Response Area and not in a designated wildland-urban interface fire area (Wooster, 2011). Nevertheless, the proposed sanctuary and multi-purpose buildings should be constructed with Class A roofs with eave and vent openings protected with fire-resistant screening.

Contra Costa County Fire District's (CCCFD) Fire Station No. 10, the closest station to the project site, would provide initial response to any wildfire in the area. Station No. 10 has a Type III engine that is designed for fighting wild fires and can travel cross-country. The station also has a Type I

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- existing pipe under the canal*
- c) *Contra Costa Canal*  
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

The proposed project would alter the existing drainage pattern of the site from overland, westerly sheet flow to a concentrated discharge from an on-site storm drain system to the local creek on the west side of San Miguel Road. The concentrated discharge would be through a 16-inch-diameter outlet lined with rock rip-rap. *UPPER* This outlet would replace an existing 12-inch-diameter outlet at the same location. The rip-rap is designed to dissipate energy and prevent increased erosion of the creek banks at the outlet. This outlet may require a Streambed Alteration Agreement pursuant to Section 1600 et seq. of the California Fish and Game Code. The outlet may also require an encroachment permit from the Contra Costa County Flood Control and Water Conservation District (CCCFC&WCD) if the discharge location is in an area where the CCCFC&WCD has a right-of-way. The course of the local creek and the Pine Creek channel would not be altered. *provisional ditch*

The applicant's SWCP is designed to limit the rate, duration and peak flow of surface runoff to the rate that exists from the undeveloped property. An Erosion Control Plan, that provides details of the erosion control measures to be applied during construction and maintained throughout the first winter rainy season following construction, has been prepared (Humann Company, 2012b). In addition, projects that disturb one or more acres of soil are required to comply with and obtain coverage under the (State Water Resources Control Board's Construction General Permit, 2009-0009 DWQ (Department of Water Quality)). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). A Storm Water Pollution Prevention Plan (SWPPP), that identifies the best management practices that are most appropriate for the site, should be prepared and approved prior to issuance of a grading permit. *SWPPP*

The Erosion Control Plan consists of fabric rolls on the graded slopes on the south side of the construction area and gravel-filled bags around drop inlets of the on-site storm drain system. However, the site would have to be graded essentially to final surface elevations before these erosion control facilities could be installed.

**IMPACT IX-1: Site grading could result in erosion that would cause siltation off site including into the Contra Costa Canal on the west side of the site.**

**Mitigation Measure IX-1:** A seasonally-appropriate Storm Water Pollution Prevention Plan for the proposed project shall be prepared for approval by the City of Concord and the RWQCB before issuance of a grading permit. This plan shall include erosion control measures (such as extensive use of fabric rolls or straw bales) that can be relocated as grading of the site progresses to prevent off-site runoff and siltation, especially along the Contra Costa Canal.

Implementation of Mitigation Measure IX-1 would make this impact less than significant.

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- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?*

Refer to discussion of Item c). The proposed project would create impervious surfaces including roofs, parking areas and the driveway. The storm drain system designed for the proposed project would be sized to prevent on-site flooding from a 10-year storm (i.e., a storm that has a 10 percent chance of occurring each year). Storm runoff from the project would drain to a creek on the west side of San Miguel Road. The applicant's SWCP is designed to limit the rate of storm runoff from the proposed project to no more than the rate, duration and peak flow from the undeveloped property.

Concord's 2002 Environment Impact Fact Sheet states that the storm drain from the project site would connect to an existing 18-inch-diameter storm drain along San Miguel Road. The CCCFC&WCD also requested that the storm drain from the proposed project should connect to this existing storm drain. However, the tentative drainage plan for the proposed project (Humann Company, 2012a) shows that the project storm drain system would discharge to the local creek on the west side of San Miguel Road through a 15-inch-diameter pipe with rock rip-rap at the outlet. This choice was made because the new discharge pipe would replace an existing 12-inch-diameter pipe at the same location with a slightly larger pipe.

The local creek discharges into the channelized Pine Creek, so the storm runoff from the proposed project would ultimately flow to Pine Creek. The Pine Creek detention basin, located approximately 3.3 miles south of the project site, controls the flow in Pine Creek downstream from that point so the rate of flow in the creek will not exceed the creek's capacity during a 100-year storm. The capacity of the downstream storm water drainage system would be able to accommodate storm flow from the proposed project (Hernandez, 2011). Therefore, downstream flooding would not be increased, and the impact of the proposed project is considered less than significant. No additional mitigation is necessary.

- e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Refer to discussion in Items a), c) and d). The impact of the proposed project is considered less than significant, and no additional mitigation is necessary. For further discussion on water quality impacts, refer to Item f).

- f) *Otherwise substantially degrade water quality?*

The SWCP for the proposed project complies with the Contra Costa Clean Water Program Stormwater C.3 Guidebook, 5th Edition. The SWCP proposes bioretention and flow-through planters to provide pollutant removal as the storm water runoff flows through the grasses, soil and rock. Some of the runoff flows through the bioretention planters and percolates into the ground. When the ground under the bioretention planters becomes saturated and cannot accept any more percolation, the runoff would flow through outlet pipes to the project's storm drain system, eventually reaching Pine Creek. Since the IMPs are sized according to the C.3 Guidebook, the proposed project would not substantially degrade water quality, and the impact is considered less than significant. No additional mitigation is necessary.

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*isolated, man-made slope*

Response: There is an ~~area~~ where the slope is over 40 percent that will be graded to accommodate the northerly parking lot. This occurs in the northeast corner of the property and measures approximately 674 square feet. This slope occurs in the center of the parking lot, therefore, it is not possible to redesign the parking lot to avoid the grading. In the far northeast corner of the northerly parking lot, the applicant is proposing three, stepped retaining walls to avoid grading the steeper slopes.

- 4.) *Slopes created by grading of the site shall not exceed thirty (30) percent.*

Response: The developable portions of the project site (structures, parking and landscaping) do not exceed 15 percent slope with the exception of the stairs and landscape features as mentioned in 1) above. Along the southern portion of the development area, the slopes will be 30 percent or less.

- 5.) *Final contours and slopes shall generally reflect existing landforms; in particular, building pads and terraces interspersed with slopes shall not be created and ridgelines, knolls, and significant tree masses shall be maintained.*

Response: The proposed project is ~~not entirely~~ *generally* consistent with this criterion. In order to provide level building pads, parking areas and pedestrian walkways and courtyards, it is necessary to grade the site, which has varying slope percentages. The development is contained to the lower portions of the project site, retaining the knoll as open space. Upon completion of grading, the developed portion of the project site will have zero percent slope with some inconsequential locations where the slope can be up to 25 percent (steps leading to the sanctuary). The entrance into the church parking lot has a 10-15 percent slope and two very small areas along the north and west property line have a slope of up to 20 percent.

Most of the trees contained within the developed portions of the property would be eliminated to accommodate the structures, parking and landscaping with the exception of the existing tree grove in the northeast corner of the site. The applicant proposes an oak woodland greenbelt along the eastern and southern property boundaries, as well as a tree screen along the northern and western property lines. The new landscaping greatly exceeds the number of trees to be removed.

- 6.) *All areas not under structures with a final slope greater than twenty (20) percent shall be left uncovered by impervious surface and may be disturbed only as may be necessary to develop the site.*

Response: With the exception of the entrance to the facility, the developable portions of the site would have a slope of 0 to 10 percent. At the project entrance, the slope is 10 to 15 percent. Portions left undeveloped have slopes ranging from 10 to 40 percent. The proposed project complies with this criterion.

- 7.) *Maximum coverage of a parcel by impervious surfaces shall not exceed forty (40) percent of the gross land area, and such maximum may be reduced by the Planning Commission in areas where the slope exceeds fifteen (15) percent.*

Response: The impervious surface area for the proposed project is 50.14 percent of the gross land area, therefore exceeding the Hillside Development Ordinance requirement of 40 percent maximum coverage. The applicant should consider using acceptable pervious

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whenever practical, with a goal of reducing the surfaces, such as turf block, for the driveway and parking lot rather than asphalt. This would reduce the impervious surface area 27.14 percent, thereby complying with the 40 percent maximum coverage requirement.

- 8.) *The proposed development shall seek to avoid significant intrusion(s) into the views from adjoining up-slope residences.*

Response: The sanctuary structure sits below the line of sight for the residences located above the project site at 945 and 941 Tyler Court and 3331 Rolling Meadow Court. The finished floor elevation for the two homes on Tyler Court are at elevation 168 and 167, respectively. The top of the dome on the sanctuary is at elevation 158. The residence on Rolling Meadow Court is at a higher elevation of 216 feet, 58 feet above the church. Although the structures would not block the westerly views for residents, they will see the roofs and dome as well as the perimeter landscaping. As the trees mature they will provide a screen, although this may take several years.

- 9.) *Views from public open space areas, rights-of-way, and other public places and of major public open space areas shall not be significantly affected, although minor intrusions into such views may be permitted.*

Response: The view from the EBRPD Canal Trail is discussed in Section I. Aesthetics. The developable portion of the site would be visible to users of the trail going in either direction for approximately 200 feet. With the exception of the chapel building, the southern portion of the site that will remain in open space would help to block views of the other structures when traveling in a northerly direction. As shown in Figure 3-4, a portion of the chapel and its roof are visible to the trail users. Pepper trees lining the driveway that accesses the property north of the project site provide a partial tree screen when proceeding south along the trail as shown on Figure 3-2. The most intense view of the structures from the Canal Trail is directly in front of the project site. As shown in the Master Plan on Figure 2-6, the entrance into the site would be through a double swing gate that is framed by a mix of trees that include pear, locust, redwoods and tupelo. The two-lane church driveway extends into either parking lot beyond the swing gate. The sanctuary is accessed by a set of steps that lead to the main entry plaza and sanctuary entrance beyond. The height of the sanctuary at the front entrance is less than 30 feet high. As shown on Figure 3-2, the photosimulation is at an angle on the trail whereby the dome cannot be seen. As trail users proceed along the trail, the full front of the sanctuary and the dome would come into view for approximately 60 to 70 feet. The landscaping and retaining walls along the westerly property line would block views of the structure except when crossing in front of the project site entrance. The chapel would also be visible to trail users when traveling in a southerly direction. Without landscaping the entire structure is visible for approximately the same distance as mentioned above. With the maturation of landscaping, only the cross and front portion of the chapel would be visible. Proceeding south along the trail beyond the bridge crossing, the chapel would not be visible due to the changes in elevation and landscaping. The landscape plan reflects extensive plantings of trees, shrubs and various plants and groundcovers, which help to screen the structures from off-site. It is recommended that the tree screen along the southwest side of the chapel be augmented with additional trees to better screen the southwesterly façade from trail users.

### 3.0 ENVIRONMENTAL CHECKLIST

- 10.) *The buildings, parking, carports, and landscaping shall be arranged so that view corridors from downslope lots are created.*

Response: The sanctuary has been set back approximately 70 feet from its nearest point to the front property line; the classroom building is set back 195 feet; the multi-use building set back 165 feet and the chapel set back 30 feet from the front property line. Parking and landscape areas are located between the structures and the western property line. The houses above the project site are set back at a great enough distance that it is unlikely that they can view the parking areas. Additionally, extensive landscaping occurs along the rear property line, which may also help to screen the parking areas. The houses located along the access roadway do not have direct views of the project site, nor do the houses located north of the project site. The only direct view of the project site is from the second floor of the house located at the northwest corner of the access roadway and the canal. This was not considered a significant visual impact since the structures are located approximately 270 feet from this dwelling.

- 11.) *The highest point of any structure shall not be located within one hundred (100) vertical feet of a ridgeline (i.e., a ground line located at the highest elevation of a connected series of major and minor hills or mountains).*

Response: The ridge located within the Lime Ridge Open Space, east of the project site, appears to have an elevation of 310 feet at its highest point. The highest point of the sanctuary would be approximately more than 150 feet below this elevation. It is noted that single-family housing sits above the project site breaking up the visual verticality of the ridgeline.

**IMPACT X-1: Project plans are inconsistent with some of the Hillside Development Ordinance criteria and the zoning code pertaining to grading, amount of impervious surface, and overall visibility of the facilities from public right of ways.**

Mitigation Measure X-1: The applicant shall revise the plans to include the following measures:

- provide additional trees and landscaping along the southwest façade of the chapel, and
- use an acceptable pervious surface *such as turf block for driveways and parking areas.*

It should be noted that *the grading of the more than 40 percent slope located in the proposed parking area cannot be mitigated without redesigning the parking lot and or sanctuary.* Given the amount of square footage for this slope (674 square feet), *the City may consider granting a variance to this requirement.* *This is insignificant impact, minor roadway.*

With implementation of Mitigation Measure X-1, this impact would be less than significant.

- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

The project site is near, but not within, the area covered by the East Contra Costa County Habitat Conservation Plan (HCP)/Natural Community Conservation Plan (NCCP). The church property is not within the eastern Contra Costa County planning area covered by the HCP/NCCP and; therefore, would not be in conflict with the plans. There would be no impact.

### 3.0 ENVIRONMENTAL CHECKLIST

Noise levels generated by vehicles along the access roadway and circulating within the parking lots were calculated at the nearest residences using the Federal Highway Administration's (FHWA's) traffic noise model (TNM). The predicted hourly average noise level during the weekend peak hour (Sunday Church Service) assumes that 140 vehicles would pass along the access roadway at a speed of 15 miles per hour. The calculated hourly average noise level is 50 dBA  $L_{eq}$  at the nearest residence to the north and 47 dBA  $L_{eq}$  at the nearest residence to the south. The predicted CNEL from the activity along the access roadway and parking lots would be less than 40 dBA. Average noise levels resulting from vehicle circulation would not increase ambient daily average noise levels at the adjacent residences.

The sounds of individual vehicles along the access roadway and in the parking lots would consist of doors closing, engines starting, and motor and tire noise. Maximum noise levels from these individual single events would be expected to range from about 55 to 60 dBA at the nearest residential properties. The noises would be audible above the background noise levels that occur there, which are in the range of 35 to 45 dBA. The access roadway and parking lot would be most heavily used on Sundays before and after church service (140 trips per hour). Monday and Wednesday morning church service (30 trips per hour) and weekday afternoon and evening youth and adult classes (108 trips per hour) would also result in a relatively high volume of vehicle trips along the access roadway. While these are relatively small time periods during the week, they are sensitive time periods when adjacent residents would be expected to be home. Because the sound of automobiles would be audible and exceed ambient background noise levels at adjacent residences, and because of the time period of maximum use, this may be annoying to some neighbors resulting in complaints. However, daily average noise levels resulting from vehicle circulation would not increase ambient noise levels by 4 dBA CNEL or more at the adjacent residences.

Nuisance noise is also expected to generate complaints from neighbors particularly at the end of evening activities. This occurs when people loiter in the parking lot after indoor activities have finished. Because the nighttime ambient noise levels are low, the sound of voices in the parking lot could be heard, thereby creating a nuisance for nearby residents.

**IMPACT XII-1: The proposed project could potentially create nuisance noise for adjoining residents, resulting in neighborhood complaints.**

**Mitigation Measure XII-1: The following measures shall be applied to the project:**

- ~~all church~~ activities shall be held indoors; *no activities with outside amplification shall be held outdoors*
- all evening activities shall be finished by 9:30 p.m. with clean up completed by 10:00 p.m.
- parking lot lights shall be turned off by 10:30 p.m.

With implementation of Mitigation Measure XII-1, this impact would be less than significant.

#### Mechanical Equipment

The operation of the project would introduce new sources of noise that may permanently increase noise levels at noise-sensitive land uses in the site vicinity. Mechanical equipment associated with churches can include heating, ventilation, and air conditioning systems, and boilers, pumps. This type of equipment typically produces fairly steady noise levels while the equipment is in operation.

### 3.0 ENVIRONMENTAL CHECKLIST

The City's Municipal Code would regulate noise from such equipment to not exceed 65 dBA beyond the boundaries of the site.

In a meeting <sup>or</sup> with City staff and the CEQA consultant, the applicant's architect indicated that mechanical equipment noise would be mitigated through the use of rooftop wells for the rooftop equipment on the sanctuary. The other buildings mechanical equipment would either be inside the structure on a lower roof level (Dyer, February 7, 2012). It is noted that project plans do not show that level of detail. Therefore, due to the number of variables inherent in the mechanical equipment needs of the project (number and types of equipment, locations, size, specifications, etc.), the impacts of mechanical equipment noise on nearby noise sensitive uses should be assessed during the final project design stage. The design should take into account the noise criteria associated with such equipment and utilize site planning to locate equipment in less noise sensitive areas.

**IMPACT XII-2: Noise levels generated by the operation of the project may exceed the standards established in the Concord General Plan and Municipal Code. This is considered a significant impact.**

**Mitigation Measure XII-2:** Locate the heating, ventilating, and air conditioning (HVAC) equipment away from sensitive receivers. Shield rooftop mechanical equipment with rooftop screens or perimeter parapet walls, and employ noise control baffles, sound attenuators, or enclosures where required. The goal of this mitigation is to reduce noise levels to 65 dBA or less at the boundaries of the site, ~~and 45 dBA or less at adjacent residential properties.~~ HVAC noise controls shall be analyzed and reviewed by a qualified acoustical consultant prior to issuance of a building permit.

With implementation of Mitigation Measure XII-2, this impact would be less than significant.

#### Off-site Traffic Noise

Traffic data provided by the traffic consultant was reviewed to calculate potential project-related traffic noise level increases along San Miguel Road under both existing conditions with the proposed project and under cumulative conditions with the proposed project. These data included hourly traffic volumes north and south of the access roadway for existing and proposed project trips. Traffic volumes under the existing plus proposed project scenario were compared to existing conditions to calculate the noise increase attributable to the proposed project.

Under the existing conditions plus proposed project scenario, the data indicate that traffic volumes in the site vicinity will slightly increase as a result of the proposed project. Traffic noise levels due to the proposed project are calculated to increase existing traffic noise levels by up to 1 dBA  $L_{eq}$  during the peak traffic hours along San Miguel Road north of the access roadway that serves the site. The noise increase attributable to the project would be less than 1 dBA CNEL along this segment of San Miguel Road.

Traffic noise levels resulting from project trips are calculated to increase existing traffic noise levels by 1 to 3 dBA  $L_{eq}$  during the peak traffic hours along San Miguel Road south of the access roadway. The noise increase attributable to the project along San Miguel Road, south of the access roadway, would also be less than 1 dBA CNEL. Traffic noise increases resulting from the proposed project

### 3.0 ENVIRONMENTAL CHECKLIST

**IMPACT XII-3: Residences in the vicinity of the site would be exposed to relatively high noise levels over the duration of project construction activities. This is considered a significant unavoidable impact.**

A substantial temporary or periodic" noise increase is construction-generated noise levels that are greater than 60 dBA Leq and at least 5 dBA Leq above the ambient noise levels for a cumulative duration of one construction season (one year). In the Bay Area, construction can normally occur year-round excluding brief periods when weather (i.e., substantial rainstorm) makes construction activities impossible or impractical.

The 60 dBA Leq noise level limit is receiver-based, and this noise level is the level at which speech interference begins to occur outdoors. One construction season is considered a reasonable duration that allows most construction projects to be built, recognizing that noise from construction activities will be short-term and there is a definitive end date to the construction activities. However, as shown in Table 2-1 construction at the project site could occur over a three-year period. These thresholds were used to determine the significance of construction noise impacts from the project.

Implementation of the following mitigation measures would reduce the effects of construction noise upon existing residences in the area, however these measures, while helpful, would not fully mitigate the construction noise that is anticipated to occur over a period of three years.

**Mitigation Measure XII-3: Develop a construction mitigation plan for each phase of the project in close coordination with adjacent noise-sensitive land uses so that construction activities can be scheduled to minimize noise disturbance. The construction mitigation plan shall consider the following available controls to reduce construction noise levels as low as practical:**

- Restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday. Construction equipment shall not be started prior to 8:00 a.m. Construction shall be prohibited on weekends and city-observed holidays.
- Construction workers and deliveries shall not arrive on the project site until 8:00 a.m., Monday through Friday.
- Erect temporary noise barriers (e.g., solid plywood fences [minimum 8 feet in height] and/or acoustical blankets) along the access roadway or along affected property boundaries facing the construction site. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.
- Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.
- Prohibit all unnecessary idling of internal combustion engines.
- Route construction related traffic to and from the site via designated truck routes and avoid residential streets where possible.

### 3.0 ENVIRONMENTAL CHECKLIST

The proposed project consists of a church. There would be no housing for residents at the church. Therefore, the project in itself would not generate any new demand for parks or other recreational facilities. There would be no impact from the proposed project.

The access roadway to the church would cross the EBRPD Canal Trail at grade and would create safety concerns.

**IMPACT XV-1: Drivers entering or leaving the proposed project site would cross the EBRPD Canal Trail and could endanger pedestrians using the trail.**

**Mitigation Measure XV-1:** The access roadway to the church shall be provided with the following features:

- slow speed limit (e.g., 15 miles per hour) signs in both directions;
- flashing crosswalk, especially important at dusk/night;
- striping where the access roadway crosses the EBRPD Canal Trail;
- signs warning drivers that they are approaching the trail crosswalk; and
- pruning of trees and plants to provide adequate lines of sight along the trail, which will require ongoing maintenance.

With implementation of this mitigation measure, the impacts on existing recreational facilities would be less than significant.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The proposed project does not include any public recreational facilities; thus, there would be no impact. The multi-use building would include a basketball court.

#### SOURCES OF INFORMATION

East Bay Regional Park District, 2000, Letter from Brian Wiese to Cheryl Whitfield, City of Concord Planning Division, August 1.

East Bay Regional Park District, 2002, Letter from Terry Noonan to Joan Ryan, City of Concord Planning Division, June 25.

LCA Architects, 2012. Conceptual Floor Plan – Multi-Use Building, January 31.

*This does not contain any sensitive information for the planning process.*

### 3.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC</b> --- Would the project:				
a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				✓
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e) Result in inadequate emergency access?		✓		
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		✓		

**Setting:**

San Miguel Road is the primary access road to/from the project site. The road is oriented in a north-south direction between Treat Boulevard to the south and Cowell Road to the north. From Treat Boulevard, San Miguel Road extends north past the project site to Via Montanas, then turns west for a short distance before turning north again to Cowell Road. San Miguel Road acts as a collector road, serving local vehicle trips to/from the residential areas as well as through trips between Treat Boulevard and Cowell Road. Near the project access roadway, it is a winding two-lane road with little or no shoulder areas.

The roadway that would serve the project extends east from San Miguel Road approximately 240 feet south of the Lane Drive/Lanway Court intersection. This roadway currently provides access to two private residences (#'s 934 & 936 San Miguel Road) and a plant business (Mother Nature's Interior Plant Rentals) east of the canal. The existing roadway is an ~~unimproved~~, gravel surface, one-lane road approximately 12 to 15 feet in width. There are parallel driveways on both sides of the access roadway serving private residences. (Refer to Photos I and J.)

### 3.0 ENVIRONMENTAL CHECKLIST

Study intersections would continue to operate at efficient levels-of-service with proposed project traffic added to future-base volumes. On Sundays, intersection levels-of-service would remain at LOS A, except at the project access roadway approach to San Miguel Road which would change from LOS A to B during the Sunday mid-day peak hour (delay would increase 1 second). On weekdays, the study intersections would continue to operate at the same LOS as future base conditions without the project except the access roadway approach to San Miguel Road which would change from LOS A to B (2 second delay increase).

Daily volumes on San Miguel Road would remain well within the carrying capacity of a two-lane collector street and would continue to operate at LOS A (less than 6,000 ADT). The project would add approximately 300 daily trips to Sunday background volumes of 1,950 ADT and 300 daily trips to weekday background volumes of 2,950 ADT.

Pedestrian and bicycle access to the project site from San Miguel Road would be provided via a reconstructed access roadway (paved) and new sidewalk along the south side of the access roadway. Additionally, The Contra Costa Canal Trail extends along the west side of the site thereby providing a bicycle route for persons wishing to attend church services. Therefore, the impact is considered less-than significant.

**IMPACT XVI-1: The church would periodically create high vehicle traffic volumes. During these times, the potential for vehicle conflicts could be greater at project study intersections/streets.**

**Mitigation Measure XVI-1A:** To reduce vehicle conflicts and enhance pedestrian safety, install All-Way Stop Sign control at the joint intersection of San Miguel Road and the project access roadway/adjacent private driveway to the north. Additionally, install advance stop warning devices on San Miguel Road as directed and approved by the City of Concord.

**Mitigation Measure XVI-1B:** Eliminate 30 feet of an existing tree-bush screen (closest to San Miguel Road) between the project access roadway and the adjacent private driveway to the north and relocate existing mailboxes in coordination with the adjacent property owners.

**IMPACT XVI-2: If all vehicles arrive/depart within a short time period, whether attending church services or the annual special event, vehicle queuing could occur on the access roadway. This is considered a significant impact if it blocks the trail crossing or access for residents and emergency vehicles.**

**Mitigation Measure XVI-2A:** To ensure that extensive vehicle queuing does not occur, the following measure(s) shall be implemented as needed if attendance growth results in extensive queuing:

- provide two Sunday masses (instead of one) that are scheduled so vehicles from the first service exit before vehicles arrive for the second service;
- schedule class sizes and times to minimize the number of simultaneous trips; and
- use traffic control personnel to facilitate traffic flow in and out of the parking lot and at the trail crossing during the busiest time periods.

*Change the overall trip time 15 minutes  
part on Sunday morning*

### 3.0 ENVIRONMENTAL CHECKLIST

**Mitigation Measure XVI-2B:** "Trail Crossing" signs shall be installed at the trail crossing to alert approaching drivers. In addition, "Keep Clear" pavement markings shall be installed instructing motorists to not stop within the trail crossing. (Also refer to Mitigation Measure XV-1)

With implementation of Mitigation Measures XVI-1A and 1B, and XVI-2A and 2B, the impacts would be less than significant.

- b) *Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Not applicable; the studied circulation system does not include roads or highways under the auspices of a congestion management program, therefore, there is no impact.

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The project would not impact air traffic patterns, including no increase to traffic levels and no change in location resulting in substantial safety risks. Therefore, there is no impact.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Sight distances in both directions at the project access roadway/San Miguel Road intersection exceed the minimum distance requirements. Sight distance to/from the south equals 300 feet versus a recommendation of 180 feet. Sight distance to/from the north equals 250 feet versus 206 feet recommended. Although sight distances are adequate, the distance can be improved by trimming foliage located on the west side of San Miguel Road south of the access roadway and relocating mailboxes on the north side of the access roadway.

Accident records maintained by the Concord Police Department were reviewed for the past five years for this report. The five-year accident history did not indicate an existing problem, although, anecdotal commentary would indicate otherwise. Implementation of the proposed project would periodically generate higher volumes at the project access roadway/San Miguel Road intersection. Mitigation Measure XVI-1A addresses the potential traffic conflict at San Miguel Road and the project access roadway.

As stated previously, vehicle queuing analyses were conducted and do not indicate a queuing problem based on anticipated arrival/departure rates. However, in order to ensure significant queuing does not occur, it is recommended that the applicant prepare and implement, if needed, mitigation measures that satisfy the City of Concord. These include providing two masses instead of one and scheduling event times to minimize concurrent trips. These would reduce the potential impacts to less than significant. Refer to Mitigation Measure XVI-2A.

The applicant has submitted engineered drawings (Humann Company, 2012) to the City of Concord which illustrate the proposed parking area and on-site vehicle circulation routes. Authorization of the final parking lot design will be incorporated into authorization of the overall site improvement plans. The review process will verify that onsite circulation is adequate, including adequate drive-aisle

### 3.0 ENVIRONMENTAL CHECKLIST

widths and turning radii for automobiles/trucks/emergency vehicles; proper parking stall design; and sufficient signing/markings (including red-curbed areas prohibiting parking and adequate pedestrian routing) to satisfy onsite circulation. This would reduce the potential onsite circulation impacts to less than significant.

While the review process will mitigate any potential design impacts to less than significant, some recommendations for onsite improvements (though not significant) may be considered to enhance circulation. In order to clarify proper right-of-way near the church property entrance area, consideration could be given to installing a stop sign at the entrance driveway for vehicles exiting the church property and/or another stop sign for vehicles leaving the northern parking area (29 spaces) at the internal intersection near the entrance. Painting a double-yellow centerline stripe on the entry drive-aisle (main entry plaza) to demarcate the travel lanes would also enhance vehicle circulation.

#### **Parking Demand**

The project site plan provides 99 parking spaces, which meets the city's zoning requirement of 99 spaces (297-person occupancy at one space required for each 3 persons). However, based upon surveyed existing parking demand and automobile occupancy, it is feasible that the congregation will increase to the point that there will be inadequate parking. With potential future attendance of 297 people, the demand would be 140 spaces based on existing demand characteristics. The annual special event could also attract more cars than can be accommodated on the project site.

**IMPACT XVI-3: A future growth in church attendance could result in a parking demand of 140 spaces during the Sunday service, exceeding the number of spaces proposed for the project or required by the City.**

**Mitigation Measure XVI-3:** Provide two Sunday masses (instead of one) that are scheduled so vehicles from the first service exit before vehicles arrive for the second service (also included as part of Mitigation Measure XVI-2A).

**IMPACT XVI-4: A future increase in the number of persons attending the annual special event could result in a parking demand that exceeds the proposed number of parking spaces.**

**Mitigation Measure XVI-4:** The project applicant shall prepare and submit a parking management plan to the City of Concord to address parking demand on site for the annual special event with increased (full) participation. Such a plan could include options such as a ride-sharing program; walking to the site for local residents; securing acceptable off-site parking; shuttle service to/from a satellite parking area, etc. The annual special event shall be held offsite if the parking management plan does not demonstrate to the satisfaction of the City that parking demand can be accommodated adequately on site.

With implementation of Mitigation Measures XVI-3 and XVI-4, the impacts would be less than significant.

e) *Result in inadequate emergency access?*

The church has submitted engineering plans to the City of Concord for structural improvements to the bridge. The Fire District and the Contra Costa Water District will also review the plans to verify

### 3.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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.)		✓		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

**Discussion:**

- 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?*

The development is contained to the 3.39-acre site. The site contains a wetland, which would be eliminated with the proposed development. A storm drain would be placed at the bottom of a creek bank, which is a tributary to Pine Creek. Mitigation measures have been recommended in Section IV, Biological Resources. There are no rare or endangered species located on the project site based upon three separate site surveys. There are no identified cultural resources on the project site, however mitigation has been suggested that—should artifacts or human remains be found during grading activities—all work shall cease until the artifacts can be identified and/or removed. Refer to Section V. Cultural Resources.

- 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.)*

The proposed project does not create substantial cumulative impacts. Residential development within the area surrounding the project site is essentially built out. There is the potential for the church congregation to increase and mitigation measures have been recommended in Section XVI. Transportation/Traffic to alleviate potential impacts as a result of such an increase.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The proposed project does create significant impact, however these can be mitigated to a less than significant level. Impacts associated with site preparation and building construction are considered short term impacts due to the length of the construction period. As discussed in Appendix D Traffic

## Lenhardt, Ryan

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**From:** Lenhardt, Ryan  
**Sent:** Wednesday, October 03, 2012 9:47 AM  
**To:** 'Norm Dyer'  
**Cc:** gguorgui@aol.com  
**Subject:** RE: St. Mary and St. Minas Church

Norm,

As you know, I can't force the Commissioners to return your request for a phone call. If you have specific comments, you may put them in writing and I will forward them to the Commissioners personally. Let me know how you want to proceed.

Ryan

**From:** Norm Dyer [<mailto:NDyer@lca-architects.com>]  
**Sent:** Monday, October 01, 2012 5:25 PM  
**To:** Lenhardt, Ryan  
**Cc:** [gguorqui@aol.com](mailto:gguorqui@aol.com)  
**Subject:** RE: St. Mary and St. Minas Church

Hi Ryan:

I have not heard yet from any Commissioners regarding my request.

Norm

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**From:** Lenhardt, Ryan [<mailto:rlenhard@ci.concord.ca.us>]  
**Sent:** Thursday, September 20, 2012 2:50 PM  
**To:** Norm Dyer  
**Subject:** RE: St. Mary and St. Minas Church

Norm,

We don't have a date yet. We have to see what comments we get at the end of the review period. It may necessitate a supplemental response to comments document that will have to be prepared prior to the Commission meeting. We should be able to conduct the meeting no later than November.

Per City protocol, I have a message into the Planning Commissioners requesting them to contact you regarding the project. I will let you know if they choose not to call, otherwise expect to hear from them.

Ryan

**From:** Norm Dyer [<mailto:NDyer@lca-architects.com>]  
**Sent:** Thursday, September 20, 2012 11:42 AM  
**To:** Lenhardt, Ryan  
**Subject:** St. Mary and St. Minas Church

Hi Ryan:

Do you have a hearing date yet?

Also, can you provide contact info for the Planning Commissioners so we can try to meet with them?

Norm

## Lenhardt, Ryan

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**From:** Norm Dyer <NDyer@lca-architects.com>  
**Sent:** Monday, October 08, 2012 2:48 PM  
**To:** Lenhardt, Ryan  
**Cc:** MillsAsoc@aol.com; gguorgui@aol.com  
**Subject:** St. Mary & St. Mina's Coptic Church  
**Attachments:** St. Mary & St. Minas Coptic Church.pdf

**Importance:** Low

Hi Ryan:

My comments on the MND.

Norm



245 YGNACIO VALLEY ROAD WALNUT CREEK, CA 94596 TEL: 925.944.1626 FAX: 925.944.1666  
1970 BROADWAY, SUITE 800 OAKLAND, CA 94612 TEL: 510.272.1060 FAX: 510.272.1066

October 8, 2012

Ryan Lenhardt  
Senior Planner, City of Concord  
1950 Parkside Drive  
Concord, CA 94519

Re: St. Mary and St. Mina's Coptic Church

Dear Ryan:

We have reviewed the Draft MND and proposed mitigations dated September 10, 2012 and have the following comments.

Mitigation XII-1: It not practical to restrict all church activates to indoor locations only. If activities are thus restricted then there is no purpose for the courtyard. Coffee and donuts in the courtyard after Services is almost universal amongst Christian churches. Display/information tables for various church programs, activities and community involvement opportunities are also very common. A prohibition against exterior amplified sound is common (and appropriate in this location) for churches in residential areas but an outright ban on "all" outdoor activities is too restrictive and not necessary due to the distance between the courtyard and adjacent residences.

Mitigation XII-2: The mitigation should read as follows to be clear:  
"The goal of this mitigation is to reduce noise levels to 60 dBA or less at the boundaries of the site and 55 dBA at adjacent residential ~~properties~~ structures"

Please contact me if you have any questions about these comments.

Best regards,

A handwritten signature in black ink, appearing to read "Norm Dyer".

Norm Dyer, Architect  
Associate  
LCA Architects, Inc.

## Lenhardt, Ryan

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**From:** Lenhardt, Ryan  
**Sent:** Monday, October 08, 2012 3:27 PM  
**To:** 'George Guorgui'  
**Cc:** NDyer@lca-architects.com  
**Subject:** RE: Churches in the Vicinity built in the last ten years

George,

That will take me some time to do that research...I'm actually not sure if we have the ability to provide it to you. I will work on your request when I return from vacation.

Ryan

**From:** George Guorgui [<mailto:Gguorgui@vsfcd.com>]  
**Sent:** Monday, October 08, 2012 12:52 PM  
**To:** Lenhardt, Ryan  
**Cc:** [NDyer@lca-architects.com](mailto:NDyer@lca-architects.com)  
**Subject:** RE: Churches in the Vicinity built in the last ten years

Thanks Ryan for the update, I would like to know how many churches did the City of Concord approved in the last ten years and if there is any, where they are located.

George Guorgui  
Project Manager for St. Mary and St. Mina Church

**From:** Lenhardt, Ryan [<mailto:Ryan.Lenhardt@cityofconcord.org>]  
**Sent:** Monday, October 08, 2012 12:04 PM  
**To:** George Guorgui  
**Cc:** 'MillsAsoc@aol.com'; 'Norm Dyer'; Johnson, Carol  
**Subject:** Ryan Lenhardt Out of the Office

George,

I will be out of the office on vacation from October 9-16 and returning October 17. This is a reminder that the state-mandated public review period for the environmental document expires October 10, 2012. To date, I have received 12 written comments and seven phone calls from neighbors opposing the project. Comments include concerns regarding increased traffic, inadequate access, the amount of grading, impacts to wildlife, obstructing neighboring hilltop views, and operational impacts such as light trespass and noise.

I will review all the comments upon my return and determine next steps and timing for the public hearing with the Planning Commission.

**G. Ryan Lenhardt, Senior Planner**  
City of Concord Community and Economic Development Department  
1950 Parkside Drive, MS/53  
Concord CA 94519  
(925) 671-3162  
(925) 671-3381 (f)  
e-mail: [ryan.lenhardt@cityofconcord.org](mailto:ryan.lenhardt@cityofconcord.org)

## Lenhardt, Ryan

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**From:** George Guorgui <Gguorgui@vsfcd.com>  
**Sent:** Thursday, October 11, 2012 3:08 AM  
**To:** Johnson, Carol  
**Cc:** MillsAsoc@aol.com; NDyer@lca-architects.com; Lenhardt, Ryan; gguorgui@aol.com; CCampos@lca-architects.com  
**Subject:** RE: St. Mary/St. Mina's Coptic Orthodox Church

Hi Carol,

I can see your concern about giving ample time to the neighbors to voice their opinion on this project. However the church and the City had been through this process over and over for so long time with all the different parties. I don't think there will be anything new on the table right now that not revealed on the MND and presented by Caroline Mills. We have been waiting for almost two years or more to get the CEQUA study completed. As you know per our last meeting the City requested to have a peer review for the soil report that was done by Kleinfelder and this also push us back another month in order for Mills to close the environmental Study. I have an obligation towards my congregation too to get this matter in a timely manner. Please take the necessary measure to put us on November Planning Commission hearing

Best Regards,

George  
Project Manager for ST.Mary& ST.Mina Church

\*\*\*\*\* Internet E-mail Confidentiality\*\*\*\*\*

This e-mail message and files transmitted with it may contain privileged or confidential information and is intended only for the individual(s) named. If you are not an intended recipient or the person responsible for delivering the e-mail to the intended recipient, you may not disclose, use, disseminate, distribute, print, copy or rely upon this message or attachment in any way. If you received this e-mail message in error, please return by forwarding the message and its attachments to the sender and delete this e-mail from your system. The sender and VSFCD do not accept liability for errors, omissions, corruption or virus in the contents of this message or attachments that arise as a result of e-mail transmission. Nothing in this message should be interpreted as a digital or electronic signature that can be used to authenticate a contract or other legal document. Thank you.

**From:** Johnson, Carol [mailto:Carol.Johnson@cityofconcord.org]  
**Sent:** Wednesday, October 10, 2012 1:12 PM  
**To:** George Guorgui  
**Cc:** MillsAsoc@aol.com; NDyer@lca-architects.com; Lenhardt, Ryan  
**Subject:** RE: St. Mary/St. Mina's Coptic Orthodox Church

Mr. Guorgui,  
Ryan did not guarantee any specific hearing dates as none of us can predetermine the outcome of the CEQA process and whether any of the public comments we receive might trigger the need for additional studies and/or mitigation. The dates of upcoming Planning Commission meetings were shared as possibilities. Given the level of concern expressed by adjacent residents and other interest groups, it is best to be more thorough in terms of public notice and allowing additional time for comments. To do otherwise, may result in stronger opposition and less willingness to explore mitigation alternatives.

CAROL R JOHNSON, AICP | PLANNING MANAGER  
City of Concord | Planning Division  
1950 Parkside Drive | Concord, CA 94519  
T 925-671-3369 | F 925-671-3381  
[carol.johnson@ci.concord.ca.us](mailto:carol.johnson@ci.concord.ca.us)

City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA 94519

RECEIVED  
OCT 10 2012  
PLANNING

Dear Mr. Lenhardt,

My name is Mutsumi Kano Smith, and I live on Tyler Ct. in Concord.

I am writing to urge you and the City of Concord to reject the proposed St. Mary/St. Mina's Coptic Orthodox Church project, which would be built right in the middle of my neighborhood along a well used canal hiking/biking trail.

I walk along that trail with my 19 month old daughter in a stroller daily. There are many bikers, walkers and joggers that use this trail. As I understand it, this church project will be located next to this canal trail, with access being across the trail. I also understand that the capacity of the four separate buildings in the project is for up to 600 people! That is (up to) 600 people that will be driving across the canal trail every day of the week to go to various functions (church related and otherwise). I can't believe the City would allow such a thing, as that seems incredibly dangerous and an accident waiting to happen. Not to mention the negative impact that will have on the trail; the character of the entire area; all of the houses in the area and along San Miguel Road; and the narrow San Miguel Road itself, which seems like it couldn't handle that load.

**PLEASE REJECT THIS PROPOSAL!** I will not want to remain if we have that huge an influx of cars roaring in and out of the neighborhood daily at all hours. The road couldn't handle it and neither could the area.

Thank you,



Mutsumi Kano Smith  
940 Tyler Ct  
Concord, CA 94518

RE: "PROPOSED" PROJECT @ 930 SAN MIGUEL ROAD

When I look out my front window I see pine trees. I have neighbors on the other side of 2 gravel driveways but the outline of thier houses are obscured by the trees and greenery. It's very much like being out in the country. This is one of the main reasons we chose to buy this house.

I live here with my new wife and my youngest daughter. We can sneak through the bushes across from the driveway, walk about 100 feet up a gravel road and we're on the Contra Costa Canal. We often take walks along the canal and up in the undisturbed hills, enjoying the open space and absence of noise and congestion.

This is zoned as a residential neighborhood and should be kept that way to preserve its quiet rural beauty. Noboby I've spoken with, which have been several closeby and near neighbors, wants to see this area developed into what is being proposed. I don't want to see my view obstructed in any way by what is being proposed. I don't want to hear the constant coming and going of vehicles up and down just 50 feet from my front door.

I don't want my access to the canal and trails blocked by fences, paved driveways, or what somebody else might get to decide what should be there when they don't even live around here. What gives anybody that right? To my knowledge nobody in this vicinity is a member of this church. Nobody in this area wants to see this project happen.

San MIguel Road is a quiet country road and it's charm does not need to be compromised by swarms of traffic in mornings, afternoons and especially on weekends which are the quietest times. I have heard talk that there might be so much traffic that a stop light would need to be installed. What a joke!

Whatever happened to families first??? Who in this cities government has the guts to do whats right and stand up for it's citizens when a group from out of the area is determined to create an eye-sore on the hillside and expects all the people that live here to embrace it and welcome it.

There are no commercial buildings on San Miguel Road. There are only single family detached homes for 3/4 mile in either direction. That is what this area is zoned for in the first place. I strongly oppose any development of this kind in this area. It would not just destroy a beautiful pocket of nature, it would do so by ignoring the wants and wishes of every homeowner in this area especially the handful of people directly affected of which I am one and my family also. There are many families whose way of living will ,be severly inpacted if this project is allowed to proceed.

Please City of Concord STOP THIS NOW!

Sincerely,



Brian Wheeler and Family at 938 San MIguel Road

RECEIVED  
OCT 10 2012  
PLANNING

RECEIVED

OCT 10 2012

PLANNING

City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA 94519

Dear City of Concord,

I live at 3010 San Miguel Court in Concord. I am adamantly against the construction of St. Mary/St. Nina's Coptic Orthodox Church at the location of 930 San Miguel Road.

I have been living in this house for the past 20 years and have loved the peace and quietness of this area. I have grandchildren visiting me on the weekends. I fear for their and my safety walking with them on San Miguel Road up to the Canal Path due to the increased traffic this church would mean. In addition, we will be in increased danger when we attempt to cross the church entry across the Canal Path.

I am worried about my home dropping in value because of the increased traffic on San Miguel Road.

I strongly request that this church not be built.

Sincerely yours,



Cheryl Kauffman

Patricia Christman  
1014 Scotnell Place  
Concord, CA 94518  
October 8, 2011

RECEIVED

OCT 10 2012

PLANNING

City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA 94519

**Assessor's Parcel Number: 130-261-002**  
**General Plan : RR (Rural Residential)**  
**Zoning: RR-20 (Single-family residential, minimum lot size is 20,000 Sq. Ft)**

City of Concord,

Please regard this letter as confirmation of a Concord City taxpayer who is "adamantly opposed" to the St. Mary/St.Mina's Coptic Orthodox Church building proposal at 930 San Miguel Road, Concord, CA.

I purchased my home 14 years ago primarily because it was located in a quiet rural residential neighborhood. The proposed building of a church with its resultant increase in auto traffic, noise, lights and harmful effect on the environment will have a profoundly negative impact on the quality of life I currently enjoy living in Concord.

In addition, I walk the canal trail with my dog at least twice a day, going right past the area being proposed for the church. I and other canal users, including children, will now have to be very careful when crossing the church entry road to insure we do not get hit and injured. This will pose a threat to my and others safety.

I am very disappointed with the City of Concord for not dismissing this project in its early stages.

I plan to do whatever it may take to fight the building of this proposed structure.

Sincerely,



Patricia Christman

Vince and Denise Mangiapane  
1005 Scotnell Place  
Concord, CA 94518  
October 5, 2011

RECEIVED  
OCT 10 2012  
PLANNING

City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA 94519

**Assessor's Parcel Number: 130-261-002**  
**General Plan : RR (Rural Residential)**  
**Zoning: RR-20 (Single-family residential, minimum lot size is 20,000 Sq. Ft)**

Dear Mr. Lenhardt,

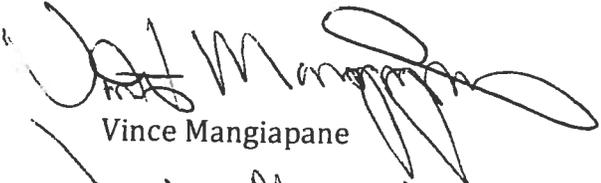
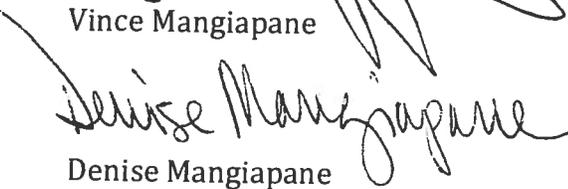
Please regard this letter as confirmation of two City of Concord taxpayers who are opposed to the St. Mary/St. Mina's Coptic Orthodox Church building proposal at 930 San Miguel Road, Concord, CA.

We purchased our home because it was located in a quiet rural residential neighborhood. The proposed building of a church, across a public walking path and off a windy 2-lane road is absurd. We travel on San Miguel Road multiple times a day and cannot imagine the profoundly negative impact to the neighborhood, traffic flow and environment this new building will cause to the San Miguel community.

We are very disappointed with the City of Concord for not dismissing this project in its early stages.

We plan to do whatever it may take to fight the build of this proposed structure.

Sincerely,

  
Vince Mangiapane  
  
Denise Mangiapane

October 9, 2012

RE: Proposed project to be built on 930 San Miguel Road, Concord, Ca, 94518

Dear Mr. Lenhardt,

RECEIVED  
OCT 10 2012  
PLANNING

I am writing to comment on the Notice of Intent to Adopt a Mitigated Negative Declaration regarding the St. Mary/St. Mina's Orthodox Church building project.

While I am not opposed to building a facility on the land in question, I do have several concerns regarding public safety along the Contra Costa Canal Trail, the access road leading up to the property from San Miguel Road, and also along San Miguel Road itself.

1. As a regular user of the Contra Costa Canal Trail, what will be done to ensure the safety of the trail traffic at the intersection of the trail and the access road? There is now only a stop sign for the trail users but if there is going to be increased vehicular traffic, how will that traffic be controlled and how will those controls be enforced?
2. The access road is barely wide enough for one vehicle to traverse on it at a time. How will two-way traffic be able to use that road at the same time? How will pedestrians and cyclists safely travel on that access road along with motor vehicle traffic?
3. San Miguel Road at the intersection of the access road is windy and wooded. Traffic, especially during the morning and afternoon commute times is moderate and many of the vehicles driving on that stretch of road do not obey the speed limit. How will that traffic be controlled so that traffic making either left or right turns onto the access road does not present a hazard to the San Miguel Road through traffic?

Again, I am not opposed to any kind of a facility being built on the property but I am concerned about public safety in regards to the increased vehicle traffic. I walk my dog along the canal trail and use the access road to get to the trail. I am also a cyclist and I use the trail because it is safer than riding on the street due to there being little cross traffic along the trail with the exception of where the trail intersects residential or major thoroughfares and in those circumstances traffic signals have been installed. I do not like the idea of my safety being compromised by motor vehicle traffic in what I regard as a primarily pedestrian/cyclist environment.

Thank you for your attention to this matter.

Sincerely,



Fred Martinez  
2930 Lane Drive  
Concord, Ca, 94518

66

October 1, 2012

City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA 94519

RECEIVED  
OCT 10 2012  
PLANNING

Re: St. Mary/St. Mina's Coptic Orthodox Church

Location/Address: 930 San Miguel Road

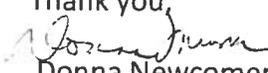
Application Numbers: Use Permit (UP) 12-009), Hillside Development Plan (HI 12-001), Variance (VA 12-003), Heritage Tree Removal (RT 12-001), Design Review (DR 11-013)

Dear Mr. Lenhardt:

In regard to the St. Mary/St. Mina's Coptic Orthodox Church Project, I have some concerns regarding the substantial impact of vehicle traffic that will be arriving and departing from the church. As you know, a good portion of San Miguel Road consists of a small and winding country road with no sidewalks that is in a residential area. The increased traffic on that road would create more traffic noise, dust and pollution to the area. The side street leading to the entrance of the church crosses the Contra Costa Canal that is home to ducks, birds, deer, squirrels and other wildlife that use the canal for food and water. I feel there are some environmental issues that should be addressed before any project is started.

On page 236 of the initial study report, I noticed there is an alternative access route using Via Montanas street as another means of getting to the church. Via Montanas is a dead end street that leads to the Lime Ridge Open Space. I live in this residential area and the probability of hundreds of cars going up and down my street every week is unacceptable. My neighborhood consists of single family homes and the increased traffic would create more traffic noise and significant inconvenience to all that live on this street and surrounding streets. I do not want Via Montanas to be used as an alternative access to the church as this would have a negative impact on property values.

Please feel free to contact me with any questions.

Thank you,  
  
Donna Newcomer  
934 Via Montanas  
Concord, CA 94518  
Ph. 925-798-8527

October 5, 2012

City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA 94519

RECEIVED  
OCT 10 2012  
PLANNING

Re: St. Mary/St. Mina's Coptic Orthodox Church

Location/Address: 930 San Miguel Road

Application Numbers: Use Permit (UP) 12-009), Hillside Development Plan (HI 12-001), Variance (VA 12-003), Heritage Tree Removal (RT 12-001), Design Review (DR 11-013)

Dear Mr. Lenhardt:

I feel that this is not the location for a church, The traffic would be a nuisance to the community, and create a hazard for the public who all-ready use this as a passage. To have nearly 100 to 150 cars moving in and out of this entrance within a 1 hour time frame and then the same to leave, Not only once a week but 5 or 6 times a week is wrong and dangerous . Neither street can handle this amount of abuse. Then when this facility has their annual fairs maybe several times a year there could be as many as 400 to 500 cars coming and going, where are they all going to park? Neither Via montanas or San Miguel can handle this amount of traffic and parking. You would create a take-over of the community by the church. This property should be utilized for approximately 6 to 8 homes of the same caliber in the area.. This is a residential area and should remain this way. The impact on the community is severe and the open space should not be altered in any way. The noise coming from churches is great in the surrounding area around their facilities, This is not what these homes in this area are in need of. We all purchased this area for what it (is) not for what you feel it should become with a facility such as suggested. I have surveyed several churches from approximately two blocks away in the surrounding areas and some are very noisy. The traffic is very bad on the streets around the sites and this goes on several times a week. There are several Churches that have locations that are appropriate for the area and the streets are they are located on for the amount of traffic that comes and goes. This would be a severe blow to the surrounding area and create a hazard to the community. I feel this facility and use permit should be turned down and residence allowed to be constructed. I do expect a response towards these concerns and resolve the issues sent forth.

Robert Newcomer  
934 Via Montanas  
Concord Ca. 94518

RECEIVED

OCT 10 2012

PLANNING

October 1, 2012

City of Concord  
Planning Division  
Att: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA 94519

Dear Mr. Lenhardt,

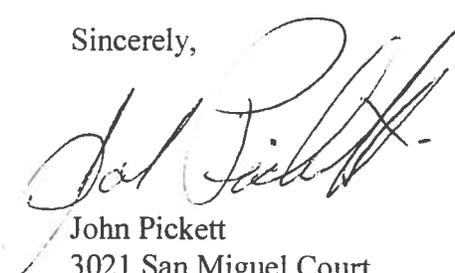
I have lived on San Miguel Court in Concord for over 25 years. I have many concerns regarding the building of a church at 930 San Miguel Road. One of them being the increased traffic on San Miguel Road.

San Miguel Road is the only means of access to my residence. The study on the increase of traffic states that there is a negative impact. I wonder then why is it proposed to have an all way stop on San Miguel Road and the access road to the church?

Over the years, changes have been made to San Miguel Road. A guard rail was installed to prevent cars from crashing into the creek. Speed bumps were installed to calm traffic. The speed bumps have seemed to work. There seems to be less traffic using San Miguel Road as a short cut to downtown Concord.

Please consider those of us who have no other road to our residence. The excessive traffic and stop sign will place a burden on us.

Sincerely,



John Pickett  
3021 San Miguel Court  
Concord, CA 94518

RECEIVED

OCT 10 2012

PLANNING

City of Concord  
Mr Ryan Lenhardt  
1950 Parkside Dr  
Concord, CA 94519

October 6, 2012

Church Project at 930 San Miguel

Dear Mr Lenhardt,

My wife and I wish to oppose the Church Project proposed to be located at 930 San Miguel Rd, Concord, California.

The project is just too large for that location because of the limited access. San Miguel Road is already far too busy to add more traffic and congestion. We also fear that the street Via Montanaso will be used as part of the access plan.

The Heritage Tree Removal will destroy the home of a family of owls that have been in the tree the last 25 years.

The property should be used for single family homes.

Thank you for your consideration,

Kind Regards

Dennis & Theresa Donahue  
937 Tyler Ct.  
Concord, CA 94518

City of Concord  
G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA, 94519

October 9, 2012

RECEIVED  
OCT 11 2012  
PLANNING

Dear Sir:

After reviewing the initial study and mitigation negative declaration submitted by for the proposed St. Mary/St. Michael Coptic Orthodox Church, I am writing to express my comments in objection to the proposed development. For a city whose motto is Families First, it is amazing that the city is actually considering approving this project which will have such a negative quality of life impact on quite residential neighborhoods. I reside on Tyler Ct which is in the Limeridge II housing development which will be negatively impacted by this proposal.

First, in my opinion, the increased vehicle traffic will have a very negative impact on everyone who uses the bicycle/hiking trail along the canal. Even with the mitigation factors listed by the Church there is a drastic increase in the vehicle hazards which will be faced by the many people who use this well-traveled trail. No matter how many stop signs and other traffic control items are placed on either side of the trail, human nature will take over and people will ignore the signs because it is only a trail and there is no vehicular cross traffic. This hazard will be even greater for younger people who will not be looking for vehicles crossing the trail in locations that are not street intersections.

Second, the church may institute two masses each Sunday to mitigate the number of cars using San Miguel Rd and the access road. However, there is no way the Church will be able to set a limit on the number of people and thus cars who will attend a specific mass. On paper this mitigation sounds good, but in reality the majority of the congregation will attend the most popular mass or the mass held at the most convenient time.

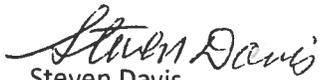
Third, the report states there will be no increase in greenhouse gases. Having that many cars, running their engines while they attempt to enter and exit the parking lot; stop at the stop sign at the trail, if they stop at all; and stop at San Miguel Rd; will drastically increase the amount of greenhouse gases being generated in the neighborhoods.

Fourth, no matter how San Miguel Rd is described in the report, I drive it nearly every day. It is a narrow winding road with no shoulders. Its maximum posted speed limit is 25 mph and in one section the speed limit is 20 mph. San Miguel Rd, especially from the proposed church site to Treat Blvd is not built for the increased traffic following masses and other events especially the annual festival. Based upon this fact, I believe the alternate access by way of Via Montanas will become a necessity. If the City of Concord would allow this to happen it would have an extremely negative impact on our neighborhood. During a meeting with the Church several years ago, the priest promised our neighborhood the Church would never propose or use Via Montanas as a means of access to the Church. I see now they are

prepared to ignore that promise which makes me question all of the promises they are making as mitigating factors.

Fifth, noise pollution from evening activities. With groups of young people the Church will never be able to schedule only indoor activities during nice weather. Even with indoor activities, when the event is over the young people will tend to congregate outside with their friends. The proposed development is situated in an extremely quiet residential neighborhood and this will definitely have a negative impact.

Concord, a city where Families Come First, needs to reconsider the approval of this project which is situated in the middle of well-established quiet residential neighborhoods. The construction of the Church in this location will not be putting Families First it will be putting all of the families in the surrounding neighborhoods second.



Steven Davis

936 Tyler Ct

Concord, CA 94518

City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Dr., MS/53  
Concord CA 94519

October 8, 2012

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OCT 11 2012

PLANNING

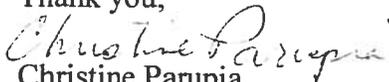
Dear Mr. Ryan Lenhardt,

My family moved to our home on Via Montanas over 14 years ago, for the small town neighborhood, access to Lime Ridge open space, low traffic, and nature. Since moving to Via Montanas, we have seen a steady increase in traffic. While some can be attributed to our neighborhood and several small developments off San Miguel, the majority of the increased traffic has been from drivers wanting to get from Treat to Monument/Galindo/Cowell or vice versa. The existing land left undeveloped would support maybe a few single family homes at best, certainly not a 23,280 square feet, four building facility surrounded by family homes.

My main concern is the traffic report at the end of the development plan. We believe it's flawed. While it has many formulas used to determine the traffic impact to our small streets, I think it neglects a key fact. We have, somewhat begrudgingly, adapted to the slow increase in traffic over the years. But this project will add 300+ trips (per the report), more for the weekends and even more the three day event that the church has. Add to that, the weddings, funerals, etc. In one fell swoop, we will be fighting just to get out of our own driveways, let alone go to the store, or get to any appointments. A few years ago, the city put in speed bumps, which has also affected the traffic flow. Frankly I don't really know how residents along San Miguel have been able to cope with the traffic now. In reading the last part of the report regarding the Via Montanas access option, it has some comments that the impact is largely due to residents perceptions and that the San Miguel/Via Montanas option could potentially alleviate the need to reconstruct the bridge and access road. This is NOT acceptable to the property owners on Via Montanas, who have been living and paying taxes for many years in Concord. This project is not a good choice for anyone on San Miguel or Via Montanas, period! We are OPPOSED to the variance and mitigated negative declaration, as it WILL certainly affect our quality of life, through increased traffic, noise, increased impacts to the wildlife, trails, and increased criminal activity in the neighborhood. I would also like to point out that any access from Via Montanas would further decrease property values in the neighborhood. This will further impact the City of Concord by decrease in property tax revenues.

We believe that it would be in the best interest of everyone to have the Church find an alternative location.

Thank you,

  
Christine Parupia  
970 Via Montanas  
Concord, CA 94518

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# Friends of San Miguel Road and Via Montanas

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From: Michelle Newcomer  
Contact Information: 934 Via Montanas  
Concord, CA 94518  
Michelle.E.Newcomer@gmail.com

October 8, 2012

To: City of Concord  
G. Ryan Lenhardt: Senior Planner  
1950 Parkside Drive MS 53  
Concord, CA 94519

RECEIVED  
OCT 11 2012  
PLANNING

Dear Concord City Council,

I am writing to officially protest the construction of the St. Mary/St. Mina Coptic Orthodox Church that is planned for 930 San Miguel Rd. While this area is zoned as residential, the area is not suited to more than a few cars and people at a time, and is an area that has been enjoyed for decades by pedestrians, bicyclists, and nature enthusiasts. Building a church that must accommodate upwards of 100 people during Sunday mass and 600 people during annual festivals is outrageous considering the small area and the virtually non-existent access to the site. Access to the site is limited by a 1-lane road with a wooden bridge that is currently used only by residents. Residents of that street should not have to battle 100 cars just to pull in their driveway. The road to the site is not any normal street; it is a small dirt road! Not only will the traffic cause a serious burden for residents on San Miguel, but the proposed alternative access route through Via Montanas will further degrade the "family environment" of Via Montanas.

Currently Via Montanas is a dead end street—a feature which has kept home prices higher than average because of the secluded, naturalistic feel of this community. Any traffic along the street would cause great danger to people and children, diminish home prices, and impart a significant aesthetic burden to the community that would decrease our property values.

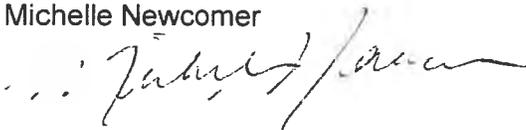
Additionally, the Mitigated Negative Declaration dated September 10, 2012 states that there would be no potential to degrade the quality of the environment. This is inaccurate because this current site is open space that is home to deer, fox, rabbit, owl, fish, and most importantly the California Red-legged Frog—an endangered species under CEQA. The natural watershed of this area supports a natural stream and a canal that provides ample breeding ground for this species, and any destruction or disturbance to this site would further reduce the ability of this population to recover

I hope this letter signifies the importance of this matter to the Friends of San Miguel and Via Montanas. This would significantly impact our quality of life.

If you have any questions please contact me at: [Michelle.E.Newcomer@gmail.com](mailto:Michelle.E.Newcomer@gmail.com)

Thank you,

Michelle Newcomer



October 8, 2012

RECEIVED

Re: Request to view public records

OCT 12 2012

PLANNING

Dear Mr. Mayor Ron Leone, Vice Mayor William Shinn, City Attorney Mark Coon, City Council members, Senior Planner G. Ryan Lenhardt, Planning Commission, City Manager Valerie Barone, Assistant City Manager Kay Winer, Administrative Services Manager Mary Rae Lehman and to Whom Else it May Concern in the City of Concord, CA.

Pursuant to the rights afforded me under State laws, commonly referred to as the Brown Act and California Public Records Act, I seek to view the following public records held by your agency:

Any and all communications between City Officials and any employees at Loving & Campos Architects Inc, Walnut Creek California regarding 930 San Miguel Road, Concord California and or St. Mary and St. Mina's Coptic Orthodox Church between January 1, 2009 and Present.

If I can provide any additional information which would assist staff in locating the requested records, do not hesitate to contact me. We are looking forward to your prompt response.

Sincerely,

Handwritten signatures of Mike and Janel Pelosi. The signature on the left is for Mike Pelosi and the one on the right is for Janel Pelosi.

Mike & Janel Pelosi

Residents of 2910 Lane Drive, Concord CA

925.682.3009

mike@bayoakbenefits.com

janelpelosi@gmail.com



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

October 9, 2012

Ryan Lenhardt  
City of Concord  
1950 Parkside Drive, MS/53  
Concord, CA 94519

RECEIVED  
OCT 15 2012  
PLANNING

Subject: St. Mary/St. Mina's Coptic Orthodox Church  
SCH#: 2012092016

Dear Ryan Lenhardt:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on October 8, 2012, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Document Details Report  
State Clearinghouse Data Base

RECEIVED

OCT 15 2012

**SCH#** 2012092016  
**Project Title** St. Mary/St. Mina's Coptic Orthodox Church  
**Lead Agency** Concord, City of

**Type** MND Mitigated Negative Declaration

PLANNING

**Description** The proposed project is a church facility within a residential area that requires approval of a Hillside Development Plan, Use Permit, Variance, Design Review, and Heritage Tree Removal from the City of Concord. The structures would be built in the flatter portions of the property and set back approximately 110 to 170 feet from the westerly property line. The parking area and landscaping would be located between the structures and the westerly property line. The remaining one-third of the property would be left as open space. The sanctuary would contain 12,257 sf and the multi-purpose building would contain 13,613 sf, containing two floors. Access to the site would be gained approximately 240 feet south of the Lane Drive/Lanway Court intersection via an existing access road and bridge over the Contra Costa Canal and EBRPD Canal Trail.

**Lead Agency Contact**

**Name** Ryan Lenhardt  
**Agency** City of Concord  
**Phone** (925) 671-3152  
**email**  
**Address** 1950 Parkside Drive, MS/53  
**City** Concord  
**State** CA **Zip** 94519  
**Fax**

**Project Location**

**County** Contra Costa  
**City** Concord  
**Region**  
**Lat / Long** 37° 57' 10.88" N / 122° 1' 8.33" W  
**Cross Streets** Lanway Court (to the north), Treat Boulevard (to the south)  
**Parcel No.** 130-261-002  
**Township**

**Range** **Section** **Base**

**Proximity to:**

**Highways** I-680, SR 242  
**Airports**  
**Railways** BART  
**Waterways** Contra Costa Canal  
**Schools** MDUSD  
**Land Use** Vacant/RR-20 (Single-family Residential, minimum lot size is 20,000 sf)/RR

**Project Issues** Aesthetic/Visual; Biological Resources; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Traffic/Circulation; Water Quality; Landuse; Other Issues

**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 3; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Native American Heritage Commission; Public Utilities Commission

**Date Received** 09/07/2012 **Start of Review** 09/07/2012 **End of Review** 10/08/2012

09 October 2012

RECEIVED

OCT 16 2012

PLANNING

FROM: John R. Pelosi & Patti K. Pelosi, 933 Tyler court, Concord, CA 94518

TO: Mr. Ryan Lenhardt, Senior Planner, City of Concord, CA 94519

SUBJ: **Comments Concerning the "Proposed" St. Mary and St. Mina's Coptic Orthodox Church Project, Hillside Development Plan, City File: HDP 1-00**

Ref. 1: Notice of Intent To Adopt A Mitigated Negative Declaration, City of Concord, dated September 10, 2012

Ref.2: Initial Study/Mitigated Negative Declaration, St. Marty and St. Mina's Coptic Orthodox Church, City File: HDP 1-00, Prepared for: City of Concord Planning Department, dated September 10, 2012

Attach. B.: Comments Concerning the "Proposed" St. Mary and St. Mina's Coptic Orthodox Church Project, dated 09 October 2012

Dear Mr. Lenhardt,

As per Ref. 1, the City of Concord has issued a Notice of Intent to Adopt A mitigated Negative Declaration for a project to develop a church facility, as identified in Ref. 2., within an area zoned for single family residences. This Notice invites the public and all affected agencies to review the Initial Study and Mitigated Negative Declaration and submit written comments.

We are the owners of the home at 933 Tyler Court, Concord, CA. 94518 and as such, we will be negatively impacted by this project, if it is built. We have developed an additional number of written comments, concerns and questions and have provided them via Attachment B. We reserve the right to determine and submit additional comments, concerns and questions at a later date.

Please review our questions and provide your answers.

Thank you,

  
John Pelosi

  
Patti Pelosi

**Comments to the City of Concord Concerning the “Proposed” Church Project at  
930 San Miguel Road, Concord, CA. 94518**

Q9. As per Ref. 2, IMPACT I-2: Project plans do not provide information regarding shut off times for exterior lights. MITIGATION MEASURE I-2: All exterior lights, as well as dome light, shall have automatic timers to shut off at 10:30 PM, with the exception of security lighting (e.g. single lights located over doorways).

With implementation of MITIGATION MEASURE I-2, the impact would be less than significant.

This is a very subjective opinion. We strongly disagree that MITIGATION MEASURE I-2 fully corrects or minimizes the “light trespass” environmental negative impact.

1. What is the criteria that establishes 10:30 PM as the shut off time of day?

A9.

Q10. The project lists four (4) buildings identified as: sanctuary building (capacity of 297 people); multi-use building (consisting of a basketball gym, kitchen and bathrooms); classroom building (consisting of six (6) classrooms) and a chapel building (consisting of fourteen (14) pews and two (2) bathrooms). It would appear that at any time, some or all of the buildings could have activities at the same time. There are only 99 vehicular parking spaces shown on the drawings and the potential exists to have **297 people** and an unknown number of **additional people** in the other 3 buildings at the same time. **Thus, the number of people on-site during a common timeframe could be substantially much higher than the 297 alone in the sanctuary building.**

1. If all four (4) buildings had activities being conducted at the same time and with only 99 vehicular parking spaces on-site, where would all the **additional people** park their vehicles?
2. Even if the activities were held at varying times, invariably, there would be vehicles arriving and departing at various times causing gridlock at the entrance of the church facility and more importantly at the intersection of San Miguel Road and the access road.

**How would this potential vehicular impact be mitigated?**

A10.

Q11. Ref. 2. is 239-pages in total. There are multiple evaluations of multiple elements throughout the Declaration. Throughout the Declaration, findings are listed and in every case, they are mitigated to a category less than a “Potentially Significant Impact”.

1. How can every finding be less than a “Potentially Significant Impact”?

A11.

October 15, 2012

City Of Concord  
Attn: Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, Ca 94519

RECEIVED  
OCT 17 2012  
PLANNING

Re: "Proposed" Church Project at 930 San Miguel Road, Concord, Ca 94518

Mr. Lenhardt,

I am a Concord resident and I reside at 954 Via Montanas, above the proposed Church project at 930 San Miguel. I am writing you today to express my opposition to the proposed church project on San Miguel. I do not feel that a church should be constructed in a "Rural Residential" zone and this is coming from a resident in this specific area. I purchased property in Concord in March of 2012 with a plan to raise my two small children in the quaint location above San Miguel on Via Montanas. The small rural community was very appealing to me and the distance from any heavily traveled roads was also a large part of my decision. To consider adding a church just below my house in an area that is not zoned for such a facility is not desirable to me in any way. I feel the City Of Concord has many places that this church could be located but not off of a small winding "country" road such as San Miguel.

I also use the bike path that runs along the canal on a daily basis, I am disappointed to now potentially have my morning exercise include the hustle and bustle of a church as I travel down the path. There is an uncontrolled trail crossing on San Miguel not too far from the church property that also needs to be considered, how will the trail users be affected? I do not want to deal with the church events and the traffic caused by the church members, just another example of the wrong location for the church, this is also a safety issue for me and my family. The proposed hours of church operation are largely going to affect my daily life, 6:30am to 9:30pm covers all of the time I normally travel to and from my house and I will be greatly impacted by the added traffic and congestion.

I am use to seeing so much wildlife in my yard, neighborhood, and the open space around it and I see the potential for threats against this wildlife. I also have concern about the impact of all the new traffic in the area and how this will affect all the animals. I believe that the single family home zoning is appropriate and not more.

Lastly I have to say that I am extremely disappointed to even read about the possibility of having my small street, Via Montanas, to be considered as a possible route for church assess. Living on a street that has no outlet or heavy traffic has been something I have always wanted for my kids and family. Reading that this could be threatened by a church that is going to have so many attendees and functions is very saddening. It is your very website that states "Concord where families come first", I am sincerely hoping that this includes my family and our small neighborhood in Concord.

I hope that you can see that there are so many reasons why a church would not be a good fit in this location, I am not against the church but I am against the location for many reasons. I am recent member to the community in Concord and I am hoping that you will consider my input on this subject.

Respectfully,  
Jason Wise

954 Via Montanas Concord, Ca 94518 phone: (510) 220 2050

**Lenhardt, Ryan**

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**From:** micropup2010@gmail.com  
**Sent:** Wednesday, October 24, 2012 6:52 PM  
**To:** Lenhardt, Ryan  
**Subject:** Comments re initial study v2  
**Attachments:** Comments re initial study v2.doc

Mr. Lenhardt. Please substitute the attached comments re. the Initial Study / Mitigated Negative Declaration for the St. Mary And St. Mina's Coptic Orthodox Church Hillside Development Plan for my previous comments of October 9, 2012. The attached comments are identical to my previous comments, with one comment (comment no. 8) added. Please also respond with an email indicating that you have received this email. Thank you very much.

Ron Glas  
939 Via Montanas  
Concord 94518  
925-825-1031

RECEIVED  
OCT 24 2012  
PLANNING

RONALD E. GLAS  
939 VIA MONTANAS, CONCORD, CA 94518  
(925) 825-1031  
micropup2010@gmail.com

Ryan Lenhardt  
City of Concord  
Planning Department

October 9, 2012

Comments Re: Initial Study / Mitigated Negative Declaration  
St. Mary And St. Mina's Coptic Orthodox Church  
Hillside Development Plan

RECEIVED  
OCT 24 2012  
PLANNING

1. Pg. 3-4 mentions that the East Bay Regional Park District (EBRPD) Canal Trail extends along the western property boundary. No mention is made of the unpaved trail that circles the Lime Ridge Open space, with views and scenic vistas from at least two viewpoints on the trail directly into the project site (see map attached). Additional views from the peak of the open space hills may also be impacted. The impact of the project on these views should be discussed and analyzed.
2. The initial study appears to contradict itself with regard to the existence of native trees on the site.
3. Mitigation Measure I-1B calls for a security bond to assure protection of existing and newly planted trees. Security bonds are historically ineffective and difficult to collect. A better option would be an Irrevocable Letter of Credit.
4. Mitigation Measure V-1 A states that if historic or prehistoric artifacts, features or cultural resources are encountered during construction of the proposed project, all work shall be halted in the immediate vicinity of the find for purposes of evaluation by a qualified professional archaeologist approved by the City of Concord Planning Department. However, this recommendation is ingenuous in that construction workers cannot be assumed to be qualified to recognize historic or prehistoric artifacts, features or cultural resources when they see them. A qualified professional should be required to be on-site at all times during grading and preconstruction activities when evidence of such resources might become apparent.
5. Impacts XV1-4 and XV1-5 discuss the impacts of excessive parking demand during Sunday services and special events. No mention is made of the possibility that visitors searching for parking may choose to park at or near the southerly end of Via Montanas, only a short walk to the project site. This would have potential impacts on parking availability, as well as noise impacts, for residents of Via Montanas.
6. In addition, Mitigation Measure XVI-5 gives no indication as to how realistic the recommended mitigation measures are or how they would be enforced.
7. Appendix E bases its maximum Sunday trip generation on a maximum sanctuary occupancy of 297 persons. However, no indication is given as to the source of this figure. I would assume this figure reflects Fire Code maximum occupancy standards, but it is well known that these Fire Code standards can be easily exceeded and are virtually meaningless in the real world. In addition, no rationale is provided as to why the maximum occupancies of the other on-site facilities (classrooms, multi-use building, etc.) were not included in the traffic generation projections. It is suggested that the traffic impact study provide the source of this figure, and also that it consider comparing its calculations to the results of similar calculations based on Institute Of Transportation Engineers (ITE) Trip Generation Rates (Trip Generation Manual, 8th Edition).

8. For each potential impact deemed “less than significant”, or “less than significant with mitigation incorporated”, please provide the text of the “Threshold of Significance” used to evaluate its level of significance.

RONALD E. GLAS  
939 VIA MONTANAS, CONCORD, CA 94518  
(925) 825-1031  
micropup2010@gmail.com

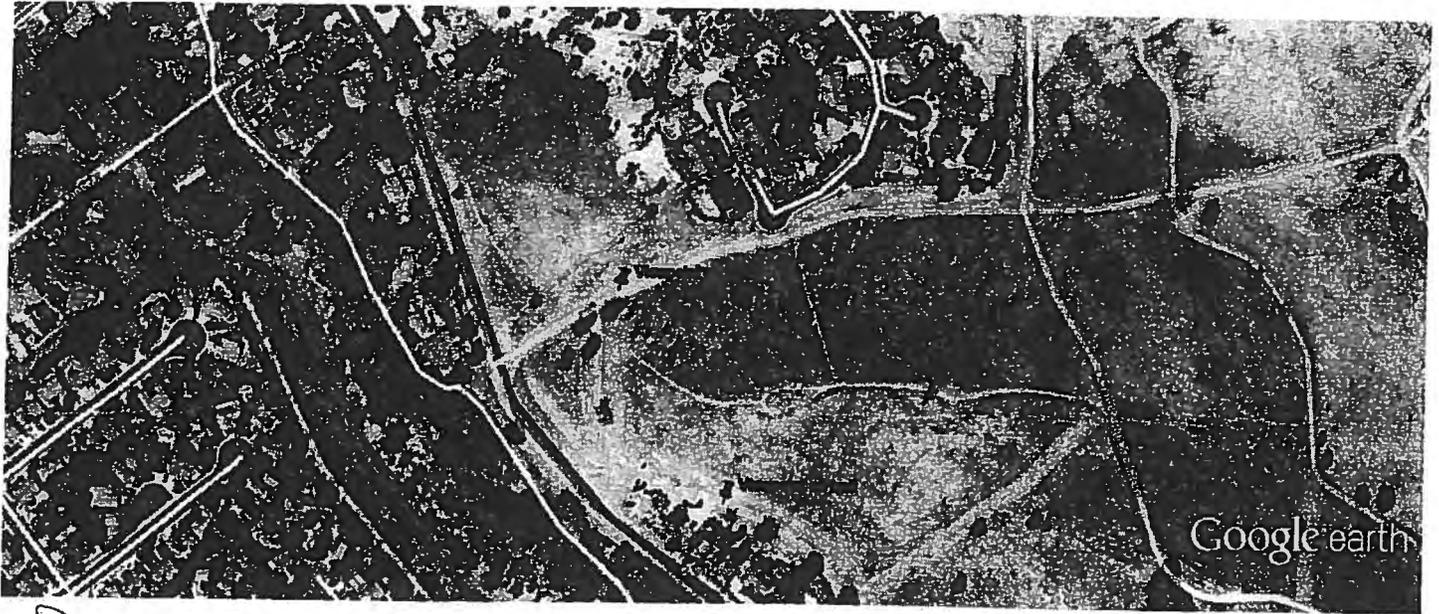
Ryan Lenhardt  
City of Concord  
Planning Department

October 9, 2012

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OCT - 9 2012  
PLANNING

Comments Re: Initial Study / Mitigated Negative Declaration  
St. Mary And St. Mina's Coptic Orthodox Church  
Hillside Development Plan

1. Pg. 3-4 mentions that the East Bay Regional Park District (EBRPD) Canal Trail extends along the western property boundary. No mention is made of the unpaved trail that circles the Lime Ridge Open space, with views and scenic vistas from at least two viewpoints on the trail directly into the project site (see map attached). Additional views from the peak of the open space hills may also be impacted. The impact of the project on these views should be discussed and analyzed.
2. The initial study appears to contradict itself with regard to the existence of native trees on the site.
3. Mitigation Measure I-1B calls for a security bond to assure protection of existing and newly planted trees. Security bonds are historically ineffective and difficult to collect. A better option would be an Irrevocable Letter of Credit.
4. Mitigation Measure V-1A states that if historic or prehistoric artifacts, features or cultural resources are encountered during construction of the proposed project, all work shall be halted in the immediate vicinity of the find for purposes of evaluation by a qualified professional archaeologist approved by the City of Concord Planning Department. However, this recommendation is ingenuous in that construction workers cannot be assumed to be qualified to recognize historic or prehistoric artifacts, features or cultural resources when they see them. A qualified professional should be required to be on-site at all times during grading and preconstruction activities when evidence of such resources might become apparent.
5. Impacts XV1-4 and XV1-5 discuss the impacts of excessive parking demand during Sunday services and special events. No mention is made of the possibility that visitors searching for parking may choose to park at or near the southerly end of Via Montanas, only a short walk to the project site. This would have potential impacts on parking availability, as well as noise impacts, for residents of Via Montanas.
6. In addition, Mitigation Measure XVI-5 gives no indication as to how realistic the recommended mitigation measures are or how they would be enforced.
7. Appendix E bases its maximum Sunday trip generation on a maximum sanctuary occupancy of 297 persons. However, no indication is given as to the source of this figure. I would assume this figure reflects Fire Code maximum occupancy standards, but it is well known that these Fire Code standards can be easily exceeded and are virtually meaningless in the real world. In addition, no rationale is provided as to why the maximum occupancies of the other on-site facilities (classrooms, multi-use building, etc.) were not included in the traffic generation projections. It is suggested that the traffic impact study provide the source of this figure, and also that it consider comparing its calculations to the results of similar calculations based on Institute Of Transportation Engineers (ITE) Trip Generation Rates (Trip Generation Manual, 8th Edition).



Viewpoint on trail

**Lenhardt, Ryan**

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**From:** Rene Tanguay <renejtanguay@gmail.com>  
**Sent:** Thursday, October 25, 2012 2:32 PM  
**To:** Lenhardt, Ryan  
**Subject:** Comments to the City of Concord Concerning the "Proposed" Church Project at 930 San Miguel Road, Concord, CA. 94518 Comments to the City of Concord Concerning the "Proposed" Church Project at 930 San Miguel Road, Concord, CA. 94518  
**Attachments:** Letter to City of Concord25 October.docx

RECEIVED

OCT 25 2012

PLANNING

Mr Lenhardt,

Per our attached letter, we are opposed to this proposed development mostly because of the safety of the users of the church. It is just wrong to put all these people in harms way and create a project that will risk the lives of so many people who will participate at this site. It is morally wrong. We are not opposed to this group or to this church, we are opposed to the unsafe location for such a large project. In fairness of safety for the children and unsuspecting adults, we ask that you recommend a more suitable location.

Best Regards,

Rene & Melinda Tanguay  
935 Via Montanas  
Concord, CA 94518-4207

25 October 2012

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OCT 25 2012

PLANNING

FROM: Rene & Melinda Tanguay, 935 Via Montanas, Concord, CA 94518

TO: Mr. Ryan Lenhardt, Senior Planner, City of Concord, CA 94519

SUBJ: **Comments Concerning the "Proposed" St. Mary and St. Mina's Coptic Orthodox Church Project, Hillside Development Plan, City File: HDP 1-00**

Ref. 1: Notice of Intent To Adopt A Mitigated Negative Declaration, City of Concord, dated September 10, 2012

Ref.2: Initial Study/Mitigated Negative Declaration, St. Marty and St. Mina's Coptic Orthodox Church, City File: HDP 1-00, Prepared for: City of Concord Planning Department, dated September 10, 2012

Attach. A.: Comments Concerning the "Proposed" St. Mary and St. Mina's Coptic Orthodox Church Project, dated 08 October 2012

Dear Mr. Lenhardt,

As per Ref. 1, the City of Concord has issued a Notice of Intent to Adopt A mitigated Negative Declaration for a project to develop a church facility within an area zoned for single family residences. This Notice invites the public and all affected agencies to review the Initial Study and Mitigated Negative Declaration and submit written comments.

We are the owners of the home at 935 Via Montanas, Concord, CA. 94518 and as such, we will be negatively impacted by this project, if it is built. We have developed a number of written comments, concerns and questions and have provided them via Attachment A. We reserve the right to determine and submit additional comments, concerns and questions at a later date.

A single example of our concerns for this negative project is the discussion the church group had about the possibility of removing the steel barrier at the end of Via Montanas and extending the roadway of Via Montanas further West onto the Open Space. This is dedicated Open Space and, if built, would be a major negative impact to our lives, home and the wild live animals in the open space. This is now listed as an Alternate Access from Via Montanas in Ref. 2, Appendix E, Traffic Impact Analysis, page 27.

## Attachment A:

### Comments to the City of Concord Concerning the "Proposed" Church Project at 930 San Miguel Road, Concord, CA. 94518

1. According to the State of California, California Environmental Quality Act (CEQA) if the lead agency (City of Concord) finds that in cases where it is not clear there is substantial evidence that a project may have significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared when there is serious public controversy concerning the environmental effect of a project (CEQA Guidelines Section 15065). There is very serious public controversy concerning the environmental effects of this specific project.

When will the City of Concord prepare and issue an EIR?

2. There was a determination that the project would create impacts in the following environmental issues: aesthetics, soils, water quality, utilities, traffic, safety of users etc.

Why were these the only listed environmental issues?

3. The project is being evaluated by Ref. 2 is a development of a church facility within an area zoned for residential development. The applicant is requesting the following approvals from the City of Concord: Hillside Development Plan, Use Permit, Variance, Design Review and Heritage Tree Removal. This is in direct conflict with a high number of existing designations, rules, plans and codes for the neighborhood. The City of Concord enacted these controls for the betterment of the City.

Why would the City of Concord approve such a high number of variances conflicting with existing designations rules, plans and codes for such an inappropriate project in the proposed project site?

**Attachment A:**

**Comments to the City of Concord Concerning the "Proposed" Church Project at  
930 San Miguel Road, Concord, CA. 94518**

4. The proposed project could result in placement of fill onto approximately 0.168-Acre seasonal and emergent wetlands.

What specific plan and application has the applicant submitted to the Army Corps of Engineers, State of California-Department of Fish & Game and the Regional Water Quality Control Board (RWQCB) to be in complete compliance with the Clean Water Act?

5. The project plans are inconsistent with some of the requirements listed in the Hillside Ordinance Plan.

What are the specific tasks the applicant shall take to be fully compliant with the Hillside Development Ordinance?

6. Reconstruction of the access roadway and bridge could affect vehicular access for residents and emergency vehicles along the roadway during construction.

How can the City of Concord issue a Notice of Intent To Adopt A Mitigated Negative Declaration, when the applicant has not submitted a Formal Traffic Management Plan?  
When will the applicant submit the Formal Traffic Management Plan to the City of Concord for review?

**Attachment A:**

**Comments to the City of Concord Concerning the "Proposed" Church Project at  
930 San Miguel Road, Concord, CA. 94518**

7. Future growth in church attendance could result in a parking demand of 140 parking spaces which far exceeds the listed 99 parking spaces shown on the drawing.

How can the City of Concord intend to adopt Ref. 2 when only 99 parking spaces are shown on the drawing and the attendance could result in parking demand for 140 parking spaces ?

8. Various agencies, such as, Contra Costa Water District, Contra Costa County Fire Protection District, East Bay Regional Park District and the Contra Costa County Flood Control and Water Conservation District were solicited in the application review process for comments concerning this project.

Why wasn't the State of California-Department of Fish & Game contacted?  
When will the State of California-Department of Fish & Game be contacted?

**Lenhardt, Ryan**

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**From:** Greg <gkm57@yahoo.com>  
**Sent:** Thursday, October 25, 2012 6:05 PM  
**To:** Lenhardt, Ryan  
**Subject:** Re: attn G. Ryan Lenhardt

RECEIVED  
OCT 25 2012  
PLANNING

Mr. Lenhardt, I know  
The traffic report was done but I think the amount of times the stop sign at the bottom of Via Montanas and San Miguel was knocked down was not recognized.  
Mr. And Mrs. McCurdy

Sent from my iPhone

On Oct 25, 2012, at 9:01 AM, "Lenhardt, Ryan" <[Ryan.Lenhardt@cityofconcord.org](mailto:Ryan.Lenhardt@cityofconcord.org)> wrote:

Thank you. Your comments have been entered into the public record.

**G. Ryan Lenhardt, Senior Planner**

City of Concord Community and Economic Development Department

1950 Parkside Drive, MS/53

Concord CA 94519

(925) 671-3162

(925) 671-3381 (f)

e-mail: [ryan.lenhardt@cityofconcord.org](mailto:ryan.lenhardt@cityofconcord.org)

**From:** Greg McCurdy [<mailto:gkm57@yahoo.com>]  
**Sent:** Tuesday, October 09, 2012 11:09 PM  
**To:** Lenhardt, Ryan  
**Subject:** attn G. Ryan Lenhardt

Dear Mr. G. Ryan Lenhardt, Members of the Planning Commission, and City of Concord Planning Department,

A large development project, for St. Mary and St. Mina's Church that is close to my home is under consideration to be built. I believe

the seclusive location for this site adjacent to the bike trail is going to attract homeless and thugs into the site area. As it is now the South end of Via Montanas has problems with thugs and the north end has problems in the dog park. Fortunately our neighborhood watch can keep these areas viewed and call authorities when needed. The church site is tucked in a crevice of the hillside.

An EIR was completed in September of this year. While the consultants found that extensive mitigation efforts could lessen the severity of issues found, In the last few pages of the report starting on page 27 of Appendix E the alternative plan of using Via Montanas rather San Miguel Road as an access is discussed. While I strongly oppose the entire project for reasons of noise, traffic, and alteration to the secluser nature of the neighborhood, the use of Via Montanas as the primary access point to the project is unacceptable.

The report notes the increased problems using Via Montanas may pose, including an increase of traffic by 155% to 600% before and after services. I would like to add my voice to this distinction and would ask you to not consider the alternative access plan.

Thank you for your consideration and service to Concord. I look forward to working with you in maintaining Concord as a safe and enjoyable community to live in.

Gregory McCurdy

974 Via Montanas

## Lenhardt, Ryan

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**From:** Johnson, Carol  
**Sent:** Friday, October 26, 2012 8:50 AM  
**To:** Lenhardt, Ryan  
**Subject:** FW: Church Letter #3  
**Attachments:** Landini Project Notes Sep 15 1993.pdf; Brown Act Documents from City of Concord.pdf; Signed Church Letter #3.pdf

CAROL R JOHNSON, AICP | PLANNING MANAGER  
City of Concord | Planning Division  
1950 Parkside Drive | Concord, CA 94519  
T 925-671-3369 | F 925-671-3381  
[carol.johnson@cityofconcord.org](mailto:carol.johnson@cityofconcord.org)

\*Please note new email address

RECEIVED  
OCT 25 2012  
PLANNING

**From:** [mike@bayoakbenefits.com](mailto:mike@bayoakbenefits.com) [mailto:[mike@bayoakbenefits.com](mailto:mike@bayoakbenefits.com)]  
**Sent:** Thursday, October 25, 2012 11:23 PM  
**To:** Lenhardt, Ryan  
**Cc:** Johnson, Carol; Johnson, Carol  
**Subject:** Church Letter #3

Ryan,

Please confirm receipt of the attached third letter in response to the proposed church project at 930 San Miguel Road. I've also included two additional documents that I reference as attachments in this third letter.

Finally, please confirm I do not have to mail a copy via USPS and that this email is an acceptable form to receive my public comment.

Thank you Ryan.

**Mike Pelosi**  
**Bay Oak Benefits and Insurance Services**  
(925)768-5878  
(866)408-2608 fax

October 25, 2012

TO: G. Ryan Lendhart, Senior Planner  
City of Concord Planning Division  
1950 Parkside Drive, MS/53 Building D, Permit Center  
Concord, CA 94519

FROM: Mike Pelosi  
2910 Lane Drive  
Concord, CA 94518

RE: Proposed St. Mary/St. Mina's Coptic Orthodox Church Project at 930 San Miguel Road.....Letter #3

RECEIVED  
OCT 25 2012  
PLANNING

Ryan,

This letter is a follow up document in addition to my initial letter to you dated October 7, 2012 and my second letter dated October 10, 2012. I am writing this third letter with a heavy heart. As I'm sure you're aware that per the 'Brown Act and California Public Records Act' I requested all communication interaction between city officials and any employees at Loving & Campos Architects Inc., Walnut Creek, California regarding 930 San Miguel Road and/or St. Mary and St. Mina's Coptic Orthodox Church between January 1, 2009 and Present. I made this request because based on the numerous Design Review Committee meetings and other interaction with City staff and Loving and Campos Architectural firm, I felt that the "proposed Coptic church project" at 930 San Miguel Road had achieved apparent "fast track" status with City of Concord staff once this specific architectural firm had been hired by the applicant. If you recall the history on this specific parcel in question (APN # 130-261-002), for several years they had a different architectural firm representing their project. This change in architects and previous City of Concord staff feedback along with prior Planning Commission Board rulings have added to my overall concerns and if you have awareness of the history then you would further understand my concerns. Receiving the communication documentation not only validates that gut feeling I had, but blatantly proves what I had thought. Below are just a few of my immediate concerns that need to be addressed by City staff immediately as to why documents provided by an outsourced third party consultant (Mills and Associates), who was hired by City of Concord staff to be an unbiased expert were allowed to be modified by Loving and Campos

Staff (the outsourced architectural firm hired by the applicant) prior to being released to the general public. Furthermore, I would also like a detailed explanation as to why this consultant (Mills and Associates) hired by City of Concord would even entertain feedback from the applicants architectural design firm? This quite obviously is a conflict of interest as the hired architectural firm who is familiar with both City of Concord staff and policies and what it takes to get applicant projects approved, why should this hired architectural firm be allowed to influence a supposed 'unbiased' environmental development consultant hired by City of Concord?

The following points are included but not limited to my overall concern on the project itself, documents provided per my 'Brown Act and California Public Records Act' request, and the conflicting information provided by current and form City of Concord staff:

**1 – Overflow Parking Issues:**

In regards to prior owner Mike Landini and his approved 4 parcel single family residential proposed project, he received the following:

Per Planning Commission Meeting of September 15, 1993

Revised Addendum I – Staff Recommendations for Item #5

Landini Minor Subdivision (MS 8-93) (See attached document titled "Landini Project Notes Sep 15 1993")

Additional Conditions of Approval # 14 – Parking at the northerly side of access road is prohibited. No parking sign(s) shall be posted on this side (See attached document Landini Project Notes Sep 15 1993).....but in Mills and Associates Mitigated Negative Declaration report page 234 out of 239 they are proposing supplemental parking, beyond the proposed project provided 99 total parking spaces (95 unrestricted plus 4 accessible spaces), to be "The closest supplemental parking would be street spaces on San Miguel Road beginning north of Lanway Court." This differentiating direction by City staff is extremely concerning.....why the prior Planning Commission would require as a condition of approval absolutely no parking north of the access road yet current City staff accepts the Mills and Associates conclusion that "the closest supplemental parking would be street spaces on San Miguel Road beginning north of Lanway Court" is unacceptable and must be addressed by current city staff. Please advise why the change in direction?

**2 – Canal Bridge Reconstruction**

In regards to legality of actual bridge improvements that the applicant is providing (see below per the Mitigated Negative Declaration report, page 232), there are many questions regarding what actual legal approval and rights the applicant actually has with surrounding neighbors, this issue needs to be clarified by the applicant and lead agency.

“Canal Bridge Reconstruction - The existing bridge is a wooden surfaced bridge approximately 20 feet long and 30 feet wide over the canal. It was recently upgraded to meet the weight requirements of the Contra Costa Water District. Existing volumes are very low (under 100 ADT). The project could add 300 daily vehicle trips. Temporary vehicle queuing could occur on the bridge if all vehicles leave simultaneously after a large event. The project may also create additional demand for heavy vehicles or emergency vehicles across the bridge. Church officials intend to replace the wooden planks with a steel pan and asphalt surface. Engineering plans for these improvements, which the church believes satisfy the required standards, will be submitted to the City of Concord, Contra Costa Fire District and Contra Costa Water District.”

### **3 – Actual Gravel Roads vs Mitigated Negative Declaration Report of Asphalt Roads**

This aspect is especially disturbing as due to documentation received per the ‘Brown Act and California Public Records Act’ referenced above, it appears that throughout the initial Mitigated Negative Declaration Report that Loving and Campos staff crossed out all areas that read “gravel” roadway and written in “asphalt” and the actual Mitigated Negative Declaration Report that was released to the public has asphalt roadways throughout per the correction that Loving and Campos implemented to City of Concord staff. Not only is this a lie and completely misleading to the public, it’s apparent that this aspect of the Mitigated Negative Declaration was manipulated by Loving and Campos staff and approved by City of Concord staff. Per my own research and thoughts, this may have been driven by Loving and Campos staff because it may be easier to obtain approval when existing access roadways are asphalt vs gravel. The roads in question are gravel and why this was changed on the Mitigated Negative Declaration Report needs to be clarified to the public.

### **4 – Wetland Area / Spring**

It’s unacceptable that in section 3-83 on the Mitigated Negative Declaration Report in the discussion section it reads as follows because this is not true:

Discussion:

*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?*

The development is contained to the 3.39-acre site. The site contains a wetland, which would be eliminated with the proposed development. A storm drain would replace the existing roadside ditch. Mitigation measures have been recommended in Section IV. Biological Resources. There are no rare or endangered species located on the project site based upon three separate site surveys. There are no identified cultural resources on the project site, however mitigation has been suggested that—should artifacts or human remains be found

during grading activities—all work shall cease until the artifacts can be identified and/or removed. Refer to Section V. Cultural Resources.

With the absolute rarity of still having a spring/wetland/primary water source located so close to open space where many species of wildlife and plant life both feed and thrive, it's unacceptable for City of Concord staff to sign off on this report where regarding this issue they are claiming 'Less than Significant with Mitigation Incorporation' as that is simply not true. Furthermore, I am deeply concerned that California Fish and Game was not even made aware of this proposed project prior to City of Concord staff releasing the notice of intent to adopt the Mitigated Negative Declaration Report dated September 10, 2012. I know this to be fact as I personally called Fish and Game to make them aware after receiving the notice of intent in the mail. I alerted the biologist assigned to this area by Fish and Game on Tue, Oct 09, 2012 9:47 am, and I have documentation of the communication. This reason alone is justification enough to require a full Environmental Impact Report as the Mitigated Negative Declaration Report is not only full of shortcomings, it was essentially done without being in compliance with CEQA guidelines (I will address this further in the summary section of this letter) based on this fact alone. Also, in regards to the Wetland Area / Spring, the Mitigated Negative Declaration Report states that 'There are no rare or endangered species located on the project site which is incorrect (see point #6).

#### 5 – California Environmental Quality Act (CEQA)

Please reference the following CEQA guidelines:

Title 14. Natural Resources

Division 6. Resources Agency

Chapter 3. Guidelines for Implementation of the California Environmental Quality Act

Part 1. Negative Declaration Process

**§ 15073. Public Review of a Proposed Negative Declaration or Mitigated Negative Declaration.**

The fact that City of Concord staff did not make Fish and Game aware prior to releasing the intent to adopt document to the public is illegal per CEQA guidelines referenced above and cause enough to require a full EIR as many agencies were not even made aware. Who will answer at City of Concord as to why CEQA guidelines were not followed?

#### 6 - Endangered species

Per "Section 3, IV, Discussion a" on the Mitigated Negative Declaration Report, the consultant identifies the following endangered species "The disturbed, annual grassland

habitat on the site, however, may provide potential habitat at some time during the life-cycle of the California tiger salamander, California red-legged frog, migratory birds or birds of prey (short-eared owl, burrowing owl, northern harrier, and California horned lark), and some potentially rare annual and perennial plants.”

No mitigation is provided for these species and therefore the applicant and lead agency have not met CEQA guidelines, this must be addressed. Furthermore, I have in a previous letter to City staff (Letter #2 dated October 10, 2012) provided additional endangered plant life and wild life that needs to be addressed.

#### **7 – Document Tampering/Influence by Loving and Campos Architects**

Of all the disturbing facts I came across when reviewing the documents requested per the ‘Brown Act and California Public Records Act’, arguably the most concerning to me is located on page 25 of the attached document titled ‘Brown Act Documents from City of Concord’. This page shows that original recommendation by the outsourced, unbiased expert third party consultant (Mills and Associates) was for a full Environmental Impact Report on the Final Draft Version. Yet, LCA architect employee Norm Dyer ignored this recommendation in his “comments on the MND” draft to city staff and Mills and Associates (See attached document titled ‘Brown Act Documents from City of Concord’ page 51).

#### **8 – Traffic**

Due to size and scope and impact of the proposed project, the previously released Mitigated Negative Declaration Report does not do enough to address total impact. The intersection at San Miguel and Treat Blvd alone needs to be researched in much more detail as it will be greatly impacted and affect thousands of City of Concord residents.

#### **9 – OTHER**

There are many other issues that I want to briefly identify where further investigation and/or explanation is needed. These include but are not limited to lighting, height of structures, slope limits in the hillside protection where slopes of land over 30 percent or more shall not be developed and the applicant has 40 percent in some areas, legal issues surrounding access roads, no timeframe for secondary structure development, potential congregation growth and how that will be dealt with, heritage tree issue, sight line traffic safety issues on San Miguel Road and access driveway intersection, the fact that the project requires numerous variances by the City to even be considered, fencing, enforcement of curfews on noise and lighting if the project is approved and built, zoning for the parcel as RR-20 in both prior and new City of Concord zoning ordinance (single family residential), emergency vehicle access concerns, surrounding roads that have no

sidewalks such as San Miguel that are the proposed overflow parking solution by Mills and associates and all the safety concerns that brings up, safety issues associated with the canal trail pedestrian crosswalk across the access road, related open space issues, etc., etc., etc.

In summary, there are so many large scale concerns surrounding this proposed project that have not been addressed, or been addressed in an insufficient manner that anything less than a full Environmental Impact Report would be grotesquely insufficient. There is just too much at stake for the lead agency (City of Concord), surrounding neighborhood, residents of Concord, and the applicant themselves. We need much more detail, the type of detail that a full Environmental Impact Report would help address.

I also want to make very clear in this letter that I am 100% in support of development on this property located at 930 San Miguel Road, but this specific proposed project I am against as it does not make sense for all parties involved.

Regards,

A handwritten signature in black ink, appearing to read "MIKE PELOSI". The signature is written in a cursive, somewhat stylized font.

Mike Pelosi  
2910 Lane Drive  
Concord, CA 94518  
(925) 682-3009

CITY OF CONCORD  
1950 Parkside Drive, MS/08  
Concord, California 94519-2578  
FAX: (925) 671-3469

Mark S. Coon  
City Attorney

Lance Bayer  
Special Counsel

Mark T. Boehme  
Special Counsel

Margaret Kotzebue  
Senior Assistant City Attorney

OFFICE OF THE CITY ATTORNEY  
Telephone: (925) 671-3160



October 18, 2012

Mike and Janel Pelosi  
2910 Lane Drive  
Concord, CA 94518

RECEIVED

OCT 25 2012

PLANNING

Re: Public Records Act Request, dated October 8, 2012

Dear Mr. and Ms. Pelosi:

Attached please find the documents identified by the City that are responsive to your October 8, 2012 Public Records Act Request. Please remit a draft made payable to the City of Concord in the amount of \$5.70, constituting reimbursement for copying costs at 10 cents per page.

I note that the engineer assigned to this project, Frank Kennedy, has been on vacation during the pendency of your request. It is unlikely that he has documents additional to those that we are providing, but in the event that he does, we will forward them to you upon Mr. Kennedy's return.

I can be reached at (925) 671-3160 if you wish to speak to me.

Very truly yours,

A handwritten signature in black ink, appearing to read "M. S. Coon".

MARK S. COON  
City Attorney

October 8, 2012

Re: Request to view public records

Dear Mr. Mayor Ron Leone, Vice Mayor William Shinn, City Attorney Mark Coon, City Council members, Senior Planner G. Ryan Lenhardt, Planning Commission, City Manager Valerie Barone, Assistant City Manager Kay Winer, Administrative Services Manager Mary Rae Lehman and to Whom Else it May Concern in the City of Concord, CA.

Pursuant to the rights afforded me under State laws, commonly referred to as the Brown Act and California Public Records Act, I seek to view the following public records held by your agency:

Any and all communications between City Officials and any employees at Loving & Campos Architects Inc, Walnut Creek California regarding 930 San Miguel Road, Concord California and or St. Mary and St. Mina's Coptic Orthodox Church between January 1, 2009 and Present.

If I can provide any additional information which would assist staff in locating the requested records, do not hesitate to contact me. We are looking forward to your prompt response.

Sincerely,



Mike & Janel Pelosi

Residents of 2910 Lane Drive, Concord CA

925.682.3009

mike@bayoakbenefits.com

janelpelosi@gmail.com

**From:** Lenhardt, Ryan  
**Sent:** Monday, November 07, 2011 5:02 PM  
**To:** 'Norm Dyer'  
**Subject:** RE: Special Design Review Board Meeting  
norm,

it would be good if you could at least e-mail me a set of drawings a couple of days before the meeting.

in terms of the meeting itself, you can hand-deliver the drawings that night.

please bring the following sets of plans with you to the meeting.

- 2 full size sets (24" x 36") of plans (one to mount to the wall for presentation purposes and one for staff).
- 1 full size set (24" x 36") of the landscape plan(s) only for the landscape architect.
- 20 reduced size (11" x 17") set of plans for the board, staff, and the public.

all plans shall be in color (where available, i.e., the elevations), collated, and stapled.

let me know if you have questions. thank you.

ryan

---

**From:** Norm Dyer [mailto:NDyer@lca-architects.com]  
**Sent:** Monday, November 07, 2011 10:34 AM  
**To:** Lenhardt, Ryan  
**Subject:** RE: Special Design Review Board Meeting

Hi Ryan:

When do we need to get plans to you?

Norm

---

**From:** Lenhardt, Ryan [mailto:rilenhard@ci.concord.ca.us]  
**Sent:** Monday, October 31, 2011 1:36 PM  
**To:** Norm Dyer  
**Subject:** Special Design Review Board Meeting

Norm,

We are going to schedule a special Design Review Board meeting for St. Mary/St. Mina's Church on November 17 at 5:30 p.m. in the same conference room we met in last week. I'll follow up later to let you know how many plan sets and exhibits to provide.

Thanks

G. Ryan Lenhardt, Senior Planner  
City of Concord Community and Economic Development Department  
1950 Parkside Drive, MS/53  
Concord CA 94519  
(925) 671-3162  
(925) 671-3381 (f)  
e-mail: [ryan.lenhardt@ci.concord.ca.us](mailto:ryan.lenhardt@ci.concord.ca.us)

## Lenhardt, Ryan

---

**From:** Coon, Mark  
**Sent:** Wednesday, October 10, 2012 12:41 PM  
**To:** 'mike@bayoakbenefits.com'  
**Cc:** Johnson, Carol; Lehman, Mary Rae; Lenhardt, Ryan  
**Subject:** RE: [FWD: FW: Public Records Act Request]

Dear Mike:

We will not be able to further extend the period for public comment on the proposed project beyond October 26; accordingly, we will take the necessary measures to provide you with existing documents that are responsive to your request (other than documents that are exempt from the Public Records Act or otherwise confidential/privileged) by October 18, 2012.

Feel free to call me with any questions/comments.

Mark

**Mark S. Coon** | City Attorney  
Concord City Attorney's Office  
1950 Parkside Drive, MS/08 | Concord | CA 94519  
Phone: (925) 674-3331 | Fax: (925) 674-3469  
[mcoon@ci.concord.ca.us](mailto:mcoon@ci.concord.ca.us)

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**From:** [mike@bayoakbenefits.com](mailto:mike@bayoakbenefits.com) [<mailto:mike@bayoakbenefits.com>]  
**Sent:** Wednesday, October 10, 2012 11:52 AM  
**To:** Coon, Mark  
**Cc:** Janel Pelosi  
**Subject:** [FWD: FW: Public Records Act Request]

Mark,

To summarize my voice mail left at your office, we'll need adequate time to review the documentation prior to the completion of the public comment period on this proposed project and that is my concern. I understand from Carol Johnson that public comment time frame has been pushed out to Oct 26 and I don't feel 3 days is enough time but I guess it depends on how much documentation there will be, how we will receive it, etc.

Please call me to discuss further so we can come to a mutual agreement.  
Thank you for your efforts.

**Mike Pelosi**  
**Bay Oak Benefits and Insurance Services**  
(925)768-5878  
(866)408-2608 fax

**From:** Coon, Mark [<mailto:Mark.Coon@cityofconcord.org>]  
**Sent:** Tuesday, October 09, 2012 4:07 PM  
**To:** 'janelpelosi@gmail.com'  
**Subject:** Public Records Act Request

Dear Janel:

This email will confirm our telephone conversation of October 9, 2012, in which I requested an extension of time up to and including October 23, 2012 in which to respond to your October 8 Public Records Act request. My extension request is based on the fact that the employee assigned to the St. Mary and St. Mina's Coptic Orthodox Church matter is on vacation until October 17.

You indicated that you would discuss this matter with your husband and get back to me.

Thank you in advance for your consideration.

Mark

**Mark S. Coon** | City Attorney  
Concord City Attorney's Office  
1950 Parkside Drive, MS/08 | Concord | CA 94519  
Phone: (925) 671-3331 | Fax: (925) 671-3469  
[mcoon@ci.concord.ca.us](mailto:mcoon@ci.concord.ca.us)

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**From:** Lenhardt, Ryan

**Sent:** Friday, November 18, 2011 12:31 PM

**To:** 'Norm Dyer'

**Cc:** 'Antonios Hanna (abouna2@mac.com)'; 'George Guorgui'; 'MillsAsoc@aol.com'; Boehme, Mark; Heyden, Tambri; Munneke, Cathy; Gemmell, Danae; Kennedy, Frank; Kuzbari, Ray

**Subject:** Status of Environmental Review for St. Mary/St. Mina's Coptic Orthodox Church

**Attachments:** 11ltr.103.pdf

Norm,

Attached is a letter summarizing the status of environmental review for St. Mary/St. Mina's Coptic Orthodox Church. Please contact me to discuss these items should you have questions.

Thanks

G. Ryan Lenhardt, Senior Planner

City of Concord Community and Economic Development Department  
1950 Parkside Drive, MS/53

Concord CA 94519

(925) 671-3162

(925) 671-3381 (f)

e-mail: [ryan.lenhardt@ci.concord.ca.us](mailto:ryan.lenhardt@ci.concord.ca.us)

(925) 671-3152

November 18, 2011

Norm Dyer, Associate Architect  
LCA Architects  
245 Ygnacio Valley Road  
Walnut Creek CA 94596

VIA E-MAIL (NDyer@lca-architects.com)  
(Original via Regular Mail)

**Subject: Status of Environmental Review for St. Mary/St. Mina's Coptic Orthodox Church**

Dear Mr. Dyer:

On April 14, 2011, staff and the CEQA consultant, Carolyn Mills, met with Father Anthony, George Guorgui, et al., and discussed outstanding issues that needed to be resolved prior to issuing an environmental document. We agreed that the applicant would pay Mills Associates to prepare an Initial Study Checklist prior to making an environmental determination. The Mills Associates team has determined that a Mitigated Negative Declaration could be prepared if certain issues were addressed. These issues were identified due to the lack of information necessary to adequately assess the impacts.

The purpose of this letter is to determine the status of providing the City with the requested information. The Mills Associates team identified the following items to be addressed prior to issuance of the environmental document.

1. Revise project plans. The draft Initial Study identified inconsistencies with the Hillside Development Ordinance criteria and the City Zoning Ordinance. The areas of the project proposed for development must be reconfigured to reduce the 40 percent slopes; some of the landscaped areas with terraced walls must maintain a 3:1 slope and retaining walls cannot exceed four feet in height. The landscape plan must be revised to include additional trees and landscaping along the western retaining wall. Also, remove or redesign the vehicle roundabout to improve traffic circulation and increase parking.

2. Prepare a traffic control plan. A traffic management plan must be prepared prior to the publication of the Initial Study to adequately assess the flow of local traffic during bridge reconstruction. The church stated their preference for Omni Means (traffic consultants for the CEQA document) to prepare a proposal for the traffic management plan. The City understands that Omni is willing to provide the proposal, however, they are awaiting information from you that addresses the type of pavement surface and length of time the bridge would be closed to accommodate construction. When they receive this information, they will complete their proposal.
3. Submit a lighting plan. The project site is located in an area of the City that is relatively dark at night. Activities at the church will require exterior lighting to be on until approximately 10 or 11:00 p.m. A lighting plan is required that includes the following: number and location of exterior lights, the type of light fixtures, (e.g., wall mounted, parking lot pole lights, etc.) and a photometric plan that shows the footcandles measured around the developable portion of the project site to determine whether the exterior lighting will create a significant impact.
4. Submit documentation to Fire District and City regarding bridge. The Initial Study calls for the Church to obtain written documentation from the Contra Costa County Fire Protection District and the City of Concord that the bridge meets their structural requirements.

In addition to the above items, the Church needs to complete the Corps of Engineers permit process, update the geotechnical report of 2001, and submit an amended soils report to be reviewed by the City.

This letter does not address the comments from last night's Design Review Board meeting but we understand that the project plans are undergoing changes and that many of the issues identified above will likely be addressed in the revised plans. Insofar as the non-design related issues or submittal of additional studies are concerned, the Church is encouraged to proceed with completing this work so that the planning process can continue and the Church does not experience unnecessary delays. Mills Associates will be closing their offices in the near future and want to complete this project beforehand.

In order to move forward with a Mitigated Negative Declaration, the City must establish that all potentially significant impacts will be mitigated to a level of insignificance by project revisions. These changes are needed in order for staff and the Planning Commission to support the project. We are happy to meet with you to discuss these comments.

Please contact me directly at (925) 671-3162 with questions.

Sincerely,

G. Ryan Lenhardt  
Senior Planner

**Coptic Church Application Requirements**  
December 6, 2011

	Design Review	Use Permit	Hillside Development Plan	Heritage Tree Removal	Variance
Application Form	SMM	SMM	SMM	SMM	SMM
Filling Fee	SMM	SMM	SMM	SMM	SMM
Environmental Fact Sheet	SMM	SMM	SMM		
Title Report	SMM	SMM	SMM	SMM	SMM
Arborist Report	JT	JT	JT	JT	JT
Written Statement	LCA	LCA	LCA	LCA	LCA
Title Sheet	LCA	LCA	LCA	LCA	LCA
Site Plan	HC	HC	HC	HC	HC
Contextual Plan	LCA				
Engineered Cross Sections		HC	HC		HC
True Cross-Sections	CC	CC	CC		CC
Grading/Drainage Plan-Preliminary		HC	HC		
Slope Maps			HC		
Slope Calculation			HC		
Building Elevations-Preliminary	LCA	LCA		LCA	LCA
Color and Material Board	LCA				
Building Elevations-Final	LCA				
Floor Plans	LCA	LCA		LCA	LCA
Roof Plan	LCA	LCA		LCA	
Landscape Plan-Preliminary	CC	CC	CC	CC	CC
Landscape Plan-Final	CC		CC		
Fence Plan	CC				
Tree Survey	HC	HC	HC	HC	
Significant Features			HC		
Lighting Plan	CC	CC			
Utility Plan-Preliminary	HC	HC	HC		
Traffic Signing and Striping		HC			
Erosion Control Plan			HC		
Photometric Plan	CC	CC			
Stormwater Control Plan	HC	HC	HC		HC
Signage	SMM	SMM			
Photo-Simulations	LCA	LCA	LCA		
Photos	SMM	SMM	SMM	SMM	SMM

SMM St. Mina/St. Mary's Church  
 LCA LCA Architects  
 HC Humann Company  
 CC Camp & Camp  
 JT Traverso Tree Service

*rec'd from LCA 1-19-12*

**Lenhardt, Ryan**

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**From:** George Guorgui <Gguorgui@vsfcd.com>  
**Sent:** Wednesday, April 04, 2012 9:20 AM  
**To:** MillsAsoc@aol.com  
**Cc:** Lenhardt, Ryan; ndyer@lca-architects.com  
**Subject:** RE: Construction Traffic Management Plan

Hi Carolyn,  
I will try to get to you by Friday.

Thanks,  
George

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This e-mail message and files transmitted with it may contain privileged or confidential information and is intended only for the individual(s) named. If you are not an intended recipient or the person responsible for delivering the e-mail to the intended recipient, you may not disclose, use, disseminate, distribute, print, copy or rely upon this message or attachment in any way. If you received this e-mail message in error, please return by forwarding the message and its attachments to the sender and delete this e-mail from your system. The sender and VSFCD do not accept liability for errors, omissions, corruption or virus in the contents of this message or attachments that arise as a result of e-mail transmission. Nothing in this message should be interpreted as a digital or electronic signature that can be used to authenticate a contract or other legal document. Thank you.

**From:** [MillsAsoc@aol.com](mailto:MillsAsoc@aol.com) [<mailto:MillsAsoc@aol.com>]  
**Sent:** Wednesday, April 04, 2012 9:11 AM  
**To:** George Guorgui  
**Cc:** [rlenhard@cl.concord.ca.us](mailto:rlenhard@cl.concord.ca.us); [ndyer@lca-architects.com](mailto:ndyer@lca-architects.com)  
**Subject:** Construction Traffic Management Plan

Good morning George,  
Just a reminder that we need something in writing from you that details how the neighborhood traffic will be managed during reconstruction of the bridge and the driveway leading to the bridge. I want to be able to include the details in the CEQA document so that we don't need to identify this as a potential impact.

I appreciate your getting back to me as soon as possible.

*Carolyn*  
(925) 386-0295

**Lenhardt, Ryan**

---

**From:** George Guorgui <Gguorgui@vsfcd.com>  
**Sent:** Tuesday, July 03, 2012 8:32 AM  
**To:** Lenhardt, Ryan  
**Cc:** Kennedy, Frank; abouna@me.com; NDyer@lca-architects.com; dregypt7@gmail.com; MillsAsoc@aol.com; gguorgui@aol.com; CCampos@lca-architects.com  
**Subject:** Mills Final EIR Report

Hi Ryan,

I reviewed the Final draft report and I came across a puzzle items which is related to the summary of potential significant impacts and mitigation measures and the checklist for the final mitigated negative declaration.

1-Item XII-3: Site Construction Noise Level.

This item was identified in the initial study as less than significant according to the mitigation measure and the checklist. On the final report show this item as significant. I would like this error to be corrected on the final EIR report as less than significant.

2-The Church satisfied all the requirements addressed on the Initial EIR Report for every subject so as this Final Report be closed as Mitigated Negative declaration on the final checklist.

Please let me know if we are on the same page on both issues.

Best Regards,

George Guorgui

Project Manager for St.Mary & St. Mina Church

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**From:** Peter Stackpole [PStackpole@lca-architects.com]  
**Sent:** Wednesday, November 16, 2011 1:42 PM  
**To:** Lenhardt, Ryan  
**Subject:** St. Mary and St. Mina's Coptic Church

**Attachments:** Original Design Site Plan.pdf; Original Design Sanctuary Floor Plan.pdf; Original Design Multi-Purpose First Floor Plan.pdf; Original Design Multi-Purpose Second Floor Plan.pdf; Original Design Sanctuary Elevations.pdf; Original Design Multi-Purpose Elevations.pdf; Intermediate Design Site Plan - Shown to Staff 10.12.11 for reference.pdf; New Site Plan.pdf; New Building Elevations and Building Plans.pdf; Site Location Plan.pdf  
(Ryan: Please confirm with a response that this has been received with attachments by you)

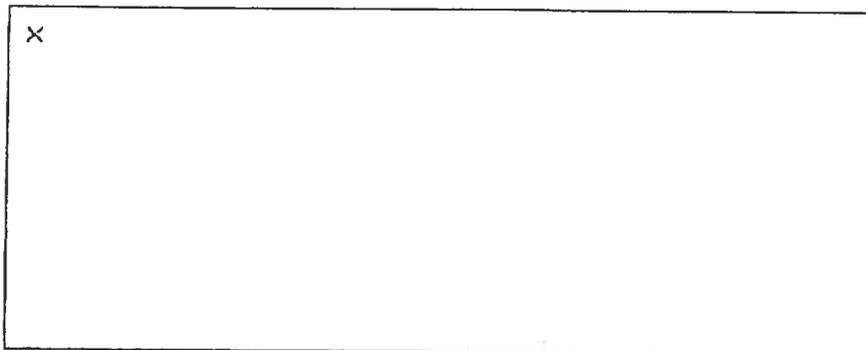
Ryan:

See Drawings attached. I have included several drawings from the original design for comparison to the new design. I have also included the intermediate site plan discussed with you by Carl Campos and Norm Dyer in October.

Note that the Multi-Purpose building is reduced in size by about 1700 sf from the original design. In addition most of the first floor of the multi-purpose building (on the right side of the plan) is below grade and hidden from view.

We are ready to print to send drawings to DRB members at your direction. Can we send color 11 x 17s to them? This will expedite the delivery as the full size color take a while to print. Let me know.

Sincerely,  
Peter Stackpole  
Vice President, Architect  
[pstackpole@lca-architects.com](mailto:pstackpole@lca-architects.com)

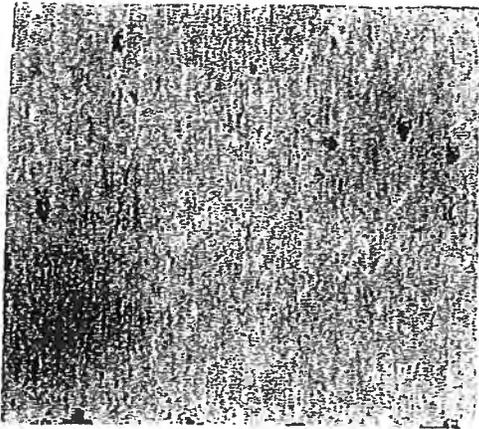


# ST. MARY & ST. MINA'S COPTIC ORTHODOX CHURCH EXTERIOR COLOR & MATERIAL PALETTE

February 21, 2012

Concord, CA

Job # 11062



## **COPPER ROOFING - DOME**

Color: Pre-weathered Copper



## **METAL ROOFING**

Standing Seam Roof  
Color: Medium Bronze



## **FASCIA/GUTTER**

Kelly Moore Paint  
Color: Keystone (186)

## **BODY**

Kelly Moore Paint  
Color: Oyster (26)

## **TRIM**

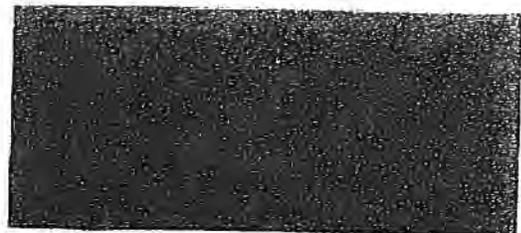
Kelly Moore Paint  
Color: Antique White (49)

## **BASE**

Kelly Moore Paint  
Color: Benetello KM4046-3

## **ENTRY DOOR**

Custom Wood Finish



*NOTE: Paint chip colors/numbers, material and manufacturers shown on this board are representative only. Final approval will be based on sample portion of building. Call the architect or owner for field review. The owner reserves the right to change any listed manufacturer. The changes in manufacturer shall match paint chip color/material as noted.*

**LCA ARCHITECTS INC.**

245 Ygnacio Valley Road, Suite 200 • Walnut Creek, CA 94596-4025 • (925) 944. 1626 • FAX ( 925) 944. 1666

CITY OF CONCORD  
PERMIT CENTER  
1950 Parkside Drive  
Concord, California 94519-2578

Telephone (925) 671-3151  
Fax (925) 671-3381



CITY COUNCIL  
Ronald F. Leone, Mayor  
William D. Shinn, Vice Mayor  
Timothy S. Grayson  
Daniel C. Holix  
Laura M. Hoffmeister

Thomas J. Wentling, City Treasurer  
Valerie Barone, Interim City Manager

March 23, 2012

St Mary & St Mina Coptic Orthodox Church  
c/o George W. Guorgui  
2366 China Lane.  
Fairfield, CA 94543

Subject: Contra Costa Water District Meeting  
Issues of Concern

Dear Mr. Guorgui:

This letter is to summarize the discussion we had on March 15, 2012 relative to issues related to the bridge crossing the Bureau of Reclamation canal. We do not want to magnify the challenges, but we have serious concerns about significant issues that do not appear to have a ready resolution. We are ready to facilitate in any way we can, but there are issues that are beyond our control and we would be less than candid if we did not tell you that in the worst case some of these items could take a significant time to resolve. The items are as follows:

- The calculations for the bridge renovation will need to be redone in accord with the current plan to use Contech bridge decking with asphalt paving. The calculations will need to indicate not only the demand loading, but the existing capacity. This will need to consider the most probable vehicle that Contra Costa County Fire District will use at this site, as indicated by the March 20 letter from the Fire District.
- The complete package will need to be transmitted to the bridge owner, the Bureau of Reclamation, via the City and Contra Costa Water District. We believe the bridge work could qualify as maintenance, but for environmental purposes, the determination will be up to the Bureau of Reclamation under the National Environmental Protection Act, not the California Environmental Quality Act. Should the Bureau determine that a NEPA analysis is required the project could suffer a significant delay.
- The design plans contemplate using an existing 24 inch storm drain line under the canal. That line was established, and a license granted to the City, for the "Landini" minor subdivision MSC 8-93. The license was a ten (10) year license granted by the Bureau of Reclamation in 1997. That license has now expired and a relicensing process will need to be initiated.

St Mary & t Mino Coptic church

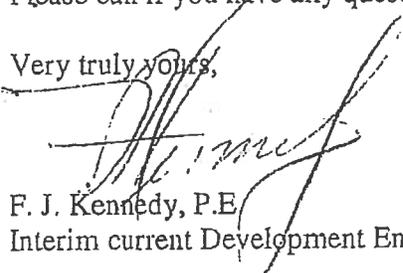
March 23, 2012

Page 2

- You will also need to investigate the rights necessary to construct a sanitary sewer or connect to any existing sewer.

Please call if you have any questions.

Very truly yours,



F. J. Kennedy, P.E.  
Interim current Development Engineering Manager

cc: Ryan Lenhardt

Andrew Lee  
Contra Costa Water District

Carolyn A. Mills  
36 Crest View Drive  
Orinda CA 94563

Carl Campos  
245 Ygnacio Valley Road  
Walnut Creek CA 94596

Norm Dyer  
245 Ygnacio Valley Road  
Walnut Creek CA 94596

MEMORANDUM

copy

September 15, 1993

RECEIVED

TO: Planning Commission  
FROM: David Golick, Chief of Planning  
PREPARED BY: Chuck Gabrysiak<sup>69</sup> Senior Planner

OCT 25 2012

PLANNING

SUBJECT: **Planning Commission Meeting of September 15, 1993**  
***Revised Addendum I - Staff Recommendations for Item #5***  
**LANDINI MINOR SUBDIVISION (MSC 8-93)**

Application to subdivide one parcel of approximately 3.63 acres into four parcels ranging in size from 25,109 sq. ft. to 56,801 sq. ft. located in a designated hillside area at 930 San Miguel Road. The General Plan designation is Very Low Density Residential. Zoned R-20 (20,000 sq. ft. Single Family Residential) District. Parcel 130-261-002.

**ADDITIONAL CONDITIONS OF APPROVAL:**

9. Connect new and existing dwellings to the City of Concord sanitary sewer system.
10. The project sponsor shall request inclusion into the Concord Citywide Streetlight Assessment District.
11. *Provide a 10 ft. wide storm drain easement for all required storm drains servicing two or more lots.*
12. *Dedicate an exclusive 10 ft. wide sanitary sewer easement to the City of Concord.*
13. *Construct paved access road acceptable to the Fire District and the City of Concord.*
14. *Parking at the northerly side of the access road is prohibited. No parking sign(s) shall be posted on this side.*
15. *Include the cost of erosion control measures in the subdivision cost estimates for bonding and construction inspection fee calculations (CMC Section 10747).*
16. *Acquire easement for all required offsite storm drain lines.*

Modified Hillside Development Plan Condition II:

11. Site drainage, *grading* and the erosion-control plan proposed by the project sponsor must be approved by the Engineering Division prior to the issuance of grading permits *or building permits, whichever occurs first*, for Parcels A, B, C or D. Ground seepage as detected on Parcel B and noted in the geologist's report by ENGEO Incorporated shall be contained and directed to appropriate drainage facilities as approved by the Engineering Division.

NEW COMMENTS:

- a. Off Site Street Improvement Program (OSIP) fees, currently \$1,398 per dwelling unit, are payable prior to the issuance of a certificate of occupancy. The fee payable shall be the fee in effect at the time the building permit application is filed and accepted as being substantially complete by the Building Division.
- b. Parkland fees, currently \$3,564 per dwelling unit, are payable prior to the issuance of a building permit. The fee payable shall be the fee in effect at the time the building permit application is filed and accepted as substantially complete by the Building Division.
- c. Drainage acreage fees of \$1,240 per acre are payable prior to the issuance of a ~~building permit~~ *recordation of the parcel map*.
- d. *Payment of all current sewer fees for connecting residences to the City's sewer system is required prior to issuance of a Certificate of Occupancy.*

**Lenhardt, Ryan**

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**From:** Greg <gkm57@yahoo.com>  
**Sent:** Friday, October 26, 2012 10:03 AM  
**To:** Lenhardt, Ryan  
**Subject:** Re: attn G. Ryan Lenhardt

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OCT 26 2012

PLANNING

Mr. Lenhardt, If this goes thru there will need to be a stop light at San Miguel and Treat. The Neighbors on Frayne already have complaints of traffic cutting thru to avoid Treat Blvd. Living on Via Montanas with out a light there makes it difficult to make a left and traffic coming down the hill on Treat travels at 65 not 45. Also nearly impssible to go right and get in left turn lane turning onto San Simeon. On week days children attending Woodside have to cross 6 lanes of traffic speeding at average of 65. That should be a 25 mph Zone before there are more deaths of children on Treat. I believe that is the only section of Treat that is 45 mph. Seems fairly odd since school children cross there. Increase of traffic 150 to 600% will make an impact.

As having two children that attended Woodside and now one at St. Francis Living within neighborhood I feel I use Frayne as a neighbor but others come off Oak Grove and Treat to cut thru to avoid Traffic. This church community will impact Ryan Road and Frayne. They will use those streets as short cuts.  
Liz

Sent from my iPhone

On Oct 26, 2012, at 8:17 AM, "Lenhardt, Ryan" <[Ryan.Lenhardt@cityofconcord.org](mailto:Ryan.Lenhardt@cityofconcord.org)> wrote:

Thank you. Your comments will be entered into the public record.

Ryan Lenhardt

**From:** Greg [<mailto:gkm57@yahoo.com>]  
**Sent:** Thursday, October 25, 2012 6:05 PM  
**To:** Lenhardt, Ryan  
**Subject:** Re: attn G. Ryan Lenhardt

Mr. Lenhardt, I know

The traffic report was done but I think the amount of times the stop sign at the bottom of Via Montanas and San Miguel was knocked down was not recognized.

Mr. And Mrs. McCurdy

Sent from my iPhone

On Oct 25, 2012, at 9:01 AM, "Lenhardt, Ryan" <[Ryan.Lenhardt@cityofconcord.org](mailto:Ryan.Lenhardt@cityofconcord.org)> wrote:

Thank you. Your comments have been entered into the public record.

**G. Ryan Lenhardt, Senior Planner**

City of Concord Community and Economic Development Department

1950 Parkside Drive, MS/53

Concord CA 94519

(925) 671-3162

(925) 671-3381 (f)

e-mail: [ryan.lenhardt@cityofconcord.org](mailto:ryan.lenhardt@cityofconcord.org)

**From:** Greg McCurdy [<mailto:gkm57@yahoo.com>]

**Sent:** Tuesday, October 09, 2012 11:09 PM

**To:** Lenhardt, Ryan

**Subject:** attn G. Ryan Lenhardt

Dear Mr. G. Ryan Lenhardt, Members of the Planning Commission, and City of Concord Planning Department,

A large development project, for St. Mary and St. Mina's Church that is close to my home is under consideration to be built. I believe the seclusive location for this site adjacent to the bike trail is going to attract homeless and thugs into the site area. As it is now the South end of Via Montanas has problems with thugs and the north end has problems in the dog park. Fortunately our neighborhood watch can keep these areas view call authorities when needed. The church site is tucked in a crevice of the hillside.

An EIR was completed in September of this year. While the consultants found that extensive mitigation efforts could lessen the severe issues found, In the last few pages of the report starting on page 27 of Appendix E the alternative plan of using Via Montanas rather than Miguel Road as an access is discussed. While I strongly oppose the entire project for reasons of noise, traffic, and alteration to the nature of the neighborhood, the use of Via Montanas as the primary access point to the project is unacceptable.

The report notes the increased problems using Via Montanas may pose, including an increase of traffic by 155% to 600% before arrival at services. I would like to add my voice to this distinction and would ask you to not consider the alternative access plan.

Thank you for your consideration and service to Concord. I look forward to working with you in maintaining Concord as a safe and vibrant community to live in.

Gregory McCurdy

974 Via Montanas

**Lenhardt, Ryan**

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**From:** PFortune <pdfortune@gmail.com>  
**Sent:** Friday, October 26, 2012 11:49 AM  
**To:** Lenhardt, Ryan  
**Subject:** church development

RECEIVED

OCT 26 2012

PLANNING

**G. Ryan Lenhardt,**

I'm writing to voice my disapproval of the proposed Church development of San Miguel road in Concord. As a resident of Via Montanas this effects our home values, local wildlife, and traffic. The people that attend the church are mainly residents of other cities that had no desire to have the church in their neighborhood. There is no adequate road to get to this church, and why should the people of Via Montanas have a road extension constructed through a park and our living area. San Miquel is a windy road that has a quite a bit of traffic passing through to Concord and Walnut Creek. More traffic is unrealistic for this road. Also, the lack of adequate environmental impact examination is a poor decision for everyone. Lastly, the peace and quiet of our neighborhood is adversely impacted by bright lights of a church.

Thank you,

Paul Fortune

**Lenhardt, Ryan**

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**From:** Katya Lobastova <katya.lobastova@gmail.com>  
**Sent:** Friday, October 26, 2012 11:56 AM  
**To:** Lenhardt, Ryan  
**Subject:** NO on St. Mary/St. Mina's Coptic Orthodox Church

**Stop degrading our city**

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OCT 26 2012  
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**PROJECT**

St. Mary/St. Mina's Coptic Orthodox Church

**LOCATION/ADDRESS**

The project is located at 930 San Miguel Road.

Unfortunately city of Concord has lesser and lesser amount of nice, high end home price neighborhoods. Converting another residential area into commercial – high traffic area, would not help the city to prosper. We have enough large high traffic roads to build a commercial facility like church. They can easily sell the parcel and buy similar parcel among the high traffic streets for less. It will be only to their advantage as their members will be able to get in and out easily. With bringing the church in our neighborhood you are immediately dropping our home value which also hits on the pocket of county as the property tax reflects the house value. You know how low income areas look like. **Stop turning our city into Richmond or Vallejo! If you don't know how it is there, go check it out.** Next thing you know city of Concord would be declaring bankruptcy. Leave commercial areas commercial and residential – residential. We live on Via Montanas and one of the reasons for that is a low traffic street. We don't want high traffic area here. We will vote for the gate installation at the beginning of the street and forbid any trespassing. We don't want any church traffic here at all; we also have kids that play on streets. If church cares about our souls, we do pray for them to take their facility elsewhere. We don't want them here!  
Thank you for taking time to read my letter.

Sincerely,

**Katya Lobastova**  
Better Homes & Gardens  
Mason-McDuffie  
Broker-Associate  
DRE#01384612  
**925-998-2822 cell**  
925-226-4045 Fax



## Lenhardt, Ryan

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**From:** Garg, Ruben <rgarg@aerotek.com>  
**Sent:** Friday, October 26, 2012 12:00 PM  
**To:** Lenhardt, Ryan  
**Cc:** Rene Tanguay  
**Subject:** Church Project

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OCT 26 2012

PLANNING

Hi Ryan,

My name is Ruben Garg and I am the homeowner of 938 Via Montanas Concord, CA 94518. I am writing this email because I would like to voice some concerns/disapproval about the proposed church project. When deciding to purchase my home in that specific area under the impression that nothing was going to be built in the vacant areas.

Also, I would like to voice my concern about how many vehicles are going to be in the neighborhood. Every day when I am driving home or going to work I see a pedestrian crossing the bike trail and with the additional traffic it will make more unsafe than it is currently.

I would like to say that I opposed the building of a new church based on three things:

1. The safety of our neighborhood and the safety of the residents
2. The biological impact this will have on the wildlife
3. The decrease of property values

If this church is approved it will ruin some people's retirements and I sure would not want the City of Concord to be faced with that political dilemma.

Please let me know if you would like to speak further but I sure hope that the church finds another site to develop.

Best Regards,

Ruben

**Lenhardt, Ryan**

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**From:** janet@dillassociates.com  
**Sent:** Friday, October 26, 2012 12:08 PM  
**To:** Lenhardt, Ryan  
**Subject:** Church Development

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Hi Mr. Ryan:

I own the property at 945 Tyler Court, Concord, Ca. I am strongly against developing a church below my property. The roads are hazardous enough without adding so many more cars. There have been several instances where drivers run into the stop sign at the corner of San Miguel and Las Mantanas. So many cars will create even more traffic/pedestrian safety problems. All of us property owners are against this project, and if we need to we plan on hiring an attorney to fight this. I paid a lot of money for this home in April 2012 and I pay high property taxes. I did not buy this private piece of property to have a large church built down right at the end of my property. AGAIN, I'M TOTALLY AGAINST THIS AND WE WILL SECURE AN ATTORNEY TO FIGHT THIS IF NECESSARY. ALL OF US PROPERTY OWNERS WILL GO IN ON THE COST OF THE ATTORNEY!

Feel free to contact me, if you have any questions. I can be reached at (925) 676-0253.

Janet Dill

**Lenhardt, Ryan**

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**From:** bam bam <bambam958@msn.com>  
**Sent:** Friday, October 26, 2012 12:39 PM  
**To:** Lenhardt, Ryan  
**Subject:** Church project

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OCT 26 2012  
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We are very concern about the church project , and concerned about the EIR which has not been done.  
We summit our protest about the way the City of Concord is proceeding with this project.

Stephen Segurson, neighbor

**Lenhardt, Ryan**

---

**From:** Robert Hoppe <conceptsintl@msn.com>  
**Sent:** Friday, October 26, 2012 1:17 PM  
**To:** Lenhardt, Ryan  
**Subject:** 930 San Miguel building project

G. Ryan Lenhardt, Senior Planner

City of Concord Community and Economic Development Department

1950 Parkside Drive, MS/53

Concord CA 94519

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In reviewing the plans "Mitigated Negative Declaration" for the proposed church project at 930 San Miguel Road I find little information about the actual impact of the additional car traffic that would be generated if this church was built.

As a long time resident, twenty five years, of an off street location from San Miguel Road I can advise that at least once a week a car or truck will cross over the yellow lines on the curvy part of San Miguel Road and force the oncoming car to serve to the side of the road. Since this road is extremely narrow there is very little room to avoid the oncoming vehicle and thus a lot of near misses occur or in several cases a head-on collision has occurred.

My concern about this project, whether a church or any type of business organization that would build on this property, would bring a lot of traffic to the area and increase the chances of additional car accidents. This could not only cause injury or even death to the occupants of the vehicles but in some cases to cause the cars to swerve into some of the homes located on San Miguel Road or land in the creek bed where there is no guard rail.

Another major concern is that the City Of Concord could become involved in legal actions because they allowed increased and unsafe traffic volume on a roadway incapable of handling such traffic demands.

I hope you carefully review all of the problems that will be incurred if any commercial type building is allowed to be constructed at this location.

Regards,

Robert Hoppe  
3331 Rolling Meadow Court  
Concord, CA  
925-676-6848 voice  
925-685-4502 fax  
[conceptsintl@msn.com](mailto:conceptsintl@msn.com)

95

**Lenhardt, Ryan**

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**From:** Janel Pelosi <janelpelosi@gmail.com>  
**Sent:** Friday, October 26, 2012 1:31 PM  
**To:** Lenhardt, Ryan; Johnson, Carol  
**Subject:** Letter regarding St. Mary's St Mina Coptic Church Proposed Plan  
**Attachments:** 20121026132644238.pdf

Dear Mr. Lenhardt,

Please confirm receipt of this letter.

Regards,

Janel Pelosi  
BHG Mason McDuffie  
[janelpelosi@gmail.com](mailto:janelpelosi@gmail.com)  
925-408-8990  
[www.janelpelosi.com](http://www.janelpelosi.com)  
DRE # 01456461

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OCT 26 2012

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Ryan Lenhardt, Senior Planner  
1950 Parkside Drive MS/53  
Concord CA 94519

Oct 26, 2012

Dear Mr. Lenhardt,

There are several issues that have brought great concern to me over the handling of the St Mary's/ St Mina Coptic Church Proposed project. I reviewed the documents provided to me from you/Mark Coon for the public records request I submitted on Oct 8, 2012. There are several inconsistencies with this documentation and the final version of the study released to the public. I am writing this letter so you understand the confusion and how it is unacceptable to "fast track" this project without a proper EIR report completed. I am also confused as to how a hired architect as the right to change an environmental report? Seems to be biased and one sided.

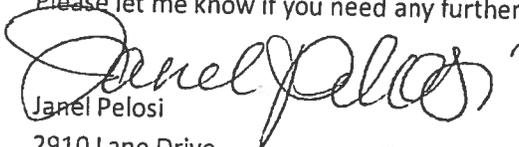
On the original document there was several items listed as a significant impact to the environment/neighborhood however, these items were crossed out and the final copy of the report was changed so these impacts would not be seen by the local residence, neighbors and public. I have listed these items below.

- The roadway was changed from "gravel" to asphalt. This is not a fact. The road is a gravel dirt road. Come take a look. It appears this term is changed to impact the acceptable pervious surfaces as the original report recommends using turf block for a driveway and parking lot rather than asphalt. This statement is crossed out by LCA. The impervious surface area for the proposed project is 50.14% of the gross area, therefore this exceeds the Hillside Development Ordinance of 40% maximum.
- Classroom and multi-use buildings was changed to a "future" timeframe. This does not give enough information on the duration of the project and leaves it open ended. This is unacceptable as a timeframe.
- Several places note "pine creek" and/or "local creek on the west side of San Miguel". These terms are crossed out in several places and replaced with the words "roadside ditch." How can an architect determine a creek is a roadside ditch? Wasn't the job of Mills and Associates to determine what is located within the project area? This is not something to be debated. It is either a creek or not!!! (Refer to page 3-49, 3-50).
- The top of the dome is noted to be 42 feet high and an additional 5'9" for the cross. This exceeds the City of Concord zoning requirements. A variance should not be granted by the City as this will block the view and detract from the overall area. It is also noted this variance would not be considered for a residential property or any other structure proposed to be built on this site (refer to page 2-2) as it is zoned RR-20. (refer to page 2-2 and letter from LCA dated Feb 2, 2012)
- Residences in the vicinity of the site would be exposed to relatively high noise levels over the duration of the project construction activities. This is considered a significant unavoidable impact. (Refer to page 3-



- 64) This project has no end date according to the project phasing and construction schedule, "future" means this could go on forever. UNACCEPTABLE
- Grading is not to exceed 30% however on the church proposal there is an area where the slope is over 40% grade to accommodate the parking lot. It is noted in the original draft "the grading of more than 40% slope located in the proposed parking area cannot be mitigated without redesigning the parking lot and or sanctuary." This exceeds the hillside ordinance requirements and was outlined in a letter to Norm Dyer from you dated Nov 18, 2011.
  - Hillside Protection City of Concord Development Code items #4 states an exemption from the maximum allowed density or intensity may be approved by the Review Authority on any hillside parcel meeting ALL of the following conditions
    - A. the average slope is less than 20%
    - The parcel has been previously developed or the parcel is abutted on all 4 sides with developed properties and the proposed density or intensity is consistent with the adjacent development
    - Open Space does not exist on any side of the parcel
    - The parcel is less than 5 acres in size
- 122-773 Development Standards
- a. Slope limit-land with an average slope of 30% or more shall not be developed. Development on land with an average slope of 20% or more shall be limited to a SFR.
- A full traffic study was not completed to show the impact of increase in traffic to the San Miguel/Treat Blvd and Via Montanas/San Miguel intersections or the amount of cut through traffic that will occur on the outlying roads such as Frayne Lane.
  - Parking is a HUGE issue. Every church is expected to grow and the growth of the St Mary/St Mina church will outgrow the parking lot extremely fast and will exceed on Sundays and during events held throughout the year. There are no sidewalks/curbs/gutters on the majority of San Miguel Rd which makes it unsafe for pedestrians to walk to and from their car. There also is a lack of space for car to park. There are not enough street parking spaces to accommodate the overflow. Lane Drive is a private road and no one will be permitted to park on our road and we will seek a permit from the City to install an automatic gate for only residence and emergency vehicles only if necessary. The report that was provided is incomplete this issues needs to be studied further.

I would appreciate a response on all of the items noted. I would also ask the City of Concord require St Mary's St Mina Coptic church to get a formal EIR done as there are too many un answered questions on the variance's to the hillside ordinance, the lack of a formal traffic study on the entire area, the negative impact on all of the plants, animals and wetland in the area, no formal approval on the bridge, lack of parking in the area.....  
Please let me know if you need any further documentation to support the information I have provided above.



Janel Pelosi  
2910 Lane Drive  
Concord CA  
925-408-8990  
janelpelosi@gmail.com

## Lenhardt, Ryan

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**From:** Nathalie Oram <NOram@savemountdiablo.org>  
**Sent:** Friday, October 26, 2012 2:56 PM  
**To:** Lenhardt, Ryan  
**Cc:** Seth Adams; Nancy Woltering  
**Subject:** Comments on the St. Mary/St. Mina's Coptic Church, Initial Study/Mitigated Negative Declaration  
**Attachments:** 930 SanMiguelCommentsISMND10262012.pdf

Hello Ryan,

Attached are SMD's comments on the St. Mary and St. Mina's Coptic Orthodox Church Initial Study/Mitigated Negative Declaration. Please let me know that you received this email. We will also send you the comments in the mail. Thank you,

### Nathalie Oram

Land Conservation Associate  
P (925) 947-3535 F (925) 947-0642  
[noram@savemountdiablo.org](mailto:noram@savemountdiablo.org)  
1901 Olympic Blvd., Suite 320  
Walnut Creek, CA 94596

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OCT 26 2012

PLANNING



**Save Mount Diablo:** Preserves natural lands through acquisition & cooperative efforts; **Defends** Mount Diablo and its foothills from development threats through land use planning & public education; **Restores** habitat, wildlife and creeks & builds trails; so you and future generations can **Enjoy** Diablo's parks and its wildlife.



October 26, 2012

1901 Olympic Blvd., # 320  
Walnut Creek, CA 94596  
Tel: (925) 947-3535  
Fax: (925) 947-0642  
www.SaveMountDiablo.org

To: G. Ryan Lenhardt, Senior Planner

Planning Division, City of Concord  
1560 Parkside Drive  
Concord, CA 94519

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OCT 26 2012  
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**Board of Directors**

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Brian Kruse  
Marty Reed  
*Directors*

Regarding: St. Mary/St. Mina's Coptic Orthodox Church, Initial Study Mitigated Negative Declaration

Applicant: St. Mary & St. Mina Coptic Orthodox Church, Attention Father Anthony Hanna

APN number: 103-261-002

Location: 930 Miguel Road, Concord, California

Dear Mr. Lenhardt,

Thank you for the opportunity to provide comments on the Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed church facility on a 3.39 acre parcel located in Concord. This project is of interest to Save Mount Diablo (SMD) given its location sandwiched between Lime Ridge Open Space and the Contra Costa Canal Regional Trail, which is used by hundreds of thousands of visitors every year. SMD is a non-profit conservation organization founded in 1971 which acquires land for addition to parks on and around Mt. Diablo, and monitors land use planning which might affect protected lands.

From review of the IS/MND, there are proposed mitigation measures for the identified impacts. The identified impacts must be addressed comprehensively with substantial evidence in the record to support conclusions that impacts are less than significant<sup>1</sup>.

**A. Summary**

Given potentially significant environmental impacts on a range of issues, SMD believes an EIR should be prepared for the project. CEQA establishes a low threshold for requiring the preparation of an EIR. *Sundstrom v. City of Mendocino*, 202 Cal. App. 3d 296, 310 (1988) (quoting *No Oil, Inc. v. City of Los Angeles*, 13 Cal. 3d 68, 84 (1974)). Under the well-established "fair argument" standard, an EIR is required whenever substantial evidence in the record

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<sup>1</sup> Public Resources Code, Section 15064.7(b) states "Thresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence."

supports a fair argument that a project may have a significant effect on the environment. No Oil, 13 Cal. 3d at 75; Friends of B Street v. City of Hayward, 106 Cal. App. 3d 988, 1000-03 (1980). If any aspect of the project may result in a significant environmental impact, an EIR must be prepared even if the overall effect of the project is beneficial. CEQA Guidelines, 14 Cal. Code Regs. § 15063(b)(1).

Furthermore, if substantial evidence supports a fair argument that a project may have a significant environmental effect, the lead agency must prepare an EIR even if it is also presented with other substantial evidence indicating that the project will have no significant effect. CEQA Guidelines, 14 Cal. Code Regs. § 15064(f)(1). The fair argument standard thus prevents the lead agency from weighing competing evidence to determine who has a better argument concerning the likelihood or extent of a potential environmental impact.

SMD believes there is evidence in the record and a fair argument that the project impacts may be significant. The IS/MND does not demonstrate that all impacts have been reduced to a less-than-significant level.

SMD is not necessarily opposed to projects which benefit the public being developed adjacent to or near open space—sometimes there are great synergies. However, more care must be taken in these sensitive locations and the impacts of a proposed project mitigated to a much higher level. If public resources and/or investment are impacted then public benefits should be significant. The proposed project is not only located adjacent to public open space, but also abuts a heavily used paved, regional trail, the East Bay Regional Park District's Contra Costa Canal Trail (Canal Trail), which is jointly owned/managed by the Contra Costa Water District.

SMD is particularly concerned about impacts to biological resources, and to open space and recreational values of the site and vicinity, and does not believe the mitigation identified is adequate to reduce potential impacts to less-than-significant levels. Of special significance, the seep and wetlands onsite may well be the only natural water source for wildlife in Lime Ridge Open Space north of Treat Boulevard. While birds can fly to more distant water sources, many other wildlife species cannot, or will face higher mortality crossing roads and developed areas. This water source should be avoided, enhanced, and made easily available to wildlife. In other areas including Geology and Soils, and Traffic and Transportation, some of the information needed for the evaluation of impacts has not yet been identified.

An EIR will also provide the opportunity to consider alternative sites that might be more appropriate for this very intensive use that is currently proposed on a small parcel, with just one sub-standard access point, between Lime Ridge Open Space and the paved Contra Costa Canal Regional Trail, and Contra Costa Canal.

## **B. Comments**

### Project Description

The Project Description, on page S-1 of the IS/MND, erroneously states that the project's structures would be built in the flatter portions of the property and set back approximately 110 to 170 feet from the westerly property line (which is adjacent to the Contra Costa Canal and the Contra Costa Canal Regional Trail). This Project Description is incorrect. As described later in the IS/MND, (Project Details, Land Use, page 2-1), two structures (the chapel and the multi-use room) extend into the hillside.

Additionally, the chapel is only set back 22.5 feet from the westerly property line. Structure setbacks from the property line are appropriate to decrease visual impacts of the proposed project. SMD recommends that the chapel be set back an additional amount to decrease visual impacts.

Below are specific comments on project impacts and the proposed mitigation measures as they relate to different environmental issue areas.

### Aesthetics

The Project Description suggests that structures are proposed to be built on the flatter portions of the property, in fact there is almost no flat part of this parcel. The proposed structures are located on a hillside and will be very visible from the Canal Trail and from Lime Ridge Open Space, as well as from much of the Central County. The mitigation measure for the visual impact is landscaping, yet clearly the applicants are hoping for significant views, which conversely means that structures will be visible from long distances.

First, Figures 3-2 and 3-4, page 3-10 and 3-12 of the IS/MND) attempt to show how visible the structures will be before and after landscaping. These figures do not adequately show the visual impacts of the proposed project. SMD recommends that the applicant install story poles to show the visual impacts of the proposed project. Story poles are used to show the elevations and silhouettes of proposed buildings. SMD then recommends that photos be taken not only from the Canal Trail, but also from the Lime Ridge Open Space (pictures should be taken from at least the dirt trail south of the site and from the top of the hill adjacent to and south of the site). This will give a better representation of the visual impact on the project and potentially lead to additional mitigation measures being needed.

Second, SMD is concerned about the length of time required for the landscaping to reach maturity. The IS/MND doesn't mention how long the landscaping will take to reach maturity, but our estimate is at least 15-20 years from the date of installation. Given the length of time for the landscaping to reach maturity, Mitigation Measures I-1B and I-1C should be revised. The IS/MND proposes that the applicant post a security bond to assure protection of existing and newly planted trees for at least two years beyond completion of all construction. The security bond should be posted for at least 10 years. Additionally, the IS/MND proposes the newly planted trees and shrubs shall be monitored for a period of only five years from the date of installation (Mitigation Measure I-1C). Mitigation Measure I-1C should be revised so that trees should be monitored and replaced for at least 15 years.

Finally, SMD recommends that additional trees and landscaping be added between the property and the Lime Ridge Open Space to ensure the buildings are visually screened from the open space as much as possible.

### Biological Resources

SMD has several questions regarding how this project fits in with City of Concord and agency plans. For example, what planning has the City undertaken—from its General Plan to a Lime Ridge Open Space Plan to its trails plan, etc.--in its consideration of the Canal Trail and Lime Ridge Open Space from a recreational or resource protection perspective? How would this project adhere to or conflict with such City plans? How does this project fit in with the Master Plans of East Bay Regional Park District or of the Contra Costa Water District?

*Wetlands:* The proposed project could result in the placement of fill into approximately 0.168 acres of seasonal and emergent wetlands, and ephemeral channel habitat. Of special significance, the seep and wetlands onsite may well be the only natural water source for wildlife in Lime Ridge Open Space north of Treat Boulevard. While birds can fly to more distant water sources, many other wildlife species cannot, or will face higher mortality crossing roads and developed areas.

SMD is concerned that removal of these wetlands will remove an easily accessible water source for wildlife in the Lime Ridge Open Space area. Clearly, offsite mitigation is not sufficient. This water source should be avoided, enhanced, and made easily available to wildlife.

SMD agrees that the project applicant must obtain a Section 404 Permit from the U. S. Army Corps of Engineers and, as required, a Section 401 Water Quality Certification from the RWQCB and a Section 1600 Streambed Alteration Agreement with the CDF&G. SMD also believes that the applicant must implement appropriate compensation measures for the loss of wetland values and acreage—however; such mitigation must include avoidance, or be adjacent to or within Lime Ridge Open Space. The replacement of impacted wetlands could include a 2:1 ratio. Given the location of these wetlands near open space (Lime Ridge Open Space), and their value to the wildlife that uses that open space, SMD would suggest the replacement ratio be required to be at least 3:1.

SMD proposes that an additional mitigation measure be added to this section. The mitigation measure would require that the open space area—including the existing water source-- be clearly defined on the master plan and be dedicated to Lime Ridge Open Space and the public, along with a fund or ongoing assessment to aid in the management of open space and other resource mitigations.

*Biological Surveys:* SMD requests that additional biological surveys be conducted. As stated in Appendix B of the Biological Survey (included in the IS/MND), the biological surveys of the project site were conducted on June 29, 2006, August 13, 2009, and August 10, 2010. SMD has concerns regarding the time of day and the time of year the surveys were conducted. For example, as explained below, winter surveys would indicate whether special-status species such as CRLF or Burrowing Owls are using the site during the non-breeding season. Surveys conducted during the night would indicate what type of nocturnal animals use the water source on the property during this time period, possibly including species of special concern.

*Burrowing Owl (Athene cunicularia):* Appendix B, Biological Resources, indicates that during the 2006, 2009, and 2010 field surveys, small burrowing mammals, Burrowing Owls, or their burrows were not observed on the site. The field surveys occurred in June and August. However, on October 10, 2012, SMD staff conducted a site visit and observed burrows that appeared to be burrows of ground squirrels. These burrows may possibly be used by Burrowing Owls.



*Animal burrows (lower left corner) at the southeast corner of the project site, October 10, 2012.*

Burrowing Owls may use a site for breeding, wintering, foraging, and/or migration stopovers. In terms of surveys for Burrowing Owls, the California Department of Fish and Game<sup>2</sup> states current scientific literature indicates that it is most effective to conduct breeding and non-breeding season surveys in the following manner:

#### Breeding Season Surveys

Conduct 4 survey visits: 1) at least one site visit between 15 February and 15 April, and 2) a minimum of three survey visits, at least three weeks apart, between 15 April and 15 July, with at least one visit after 15 June.

#### Non-breeding Season Surveys

If conducting non-breeding season surveys, follow the methods described above for breeding season surveys, but conduct at least four (4) visits, spread evenly, throughout the nonbreeding season. Burrowing Owl experts and local Department staff are available to assist with interpreting results.

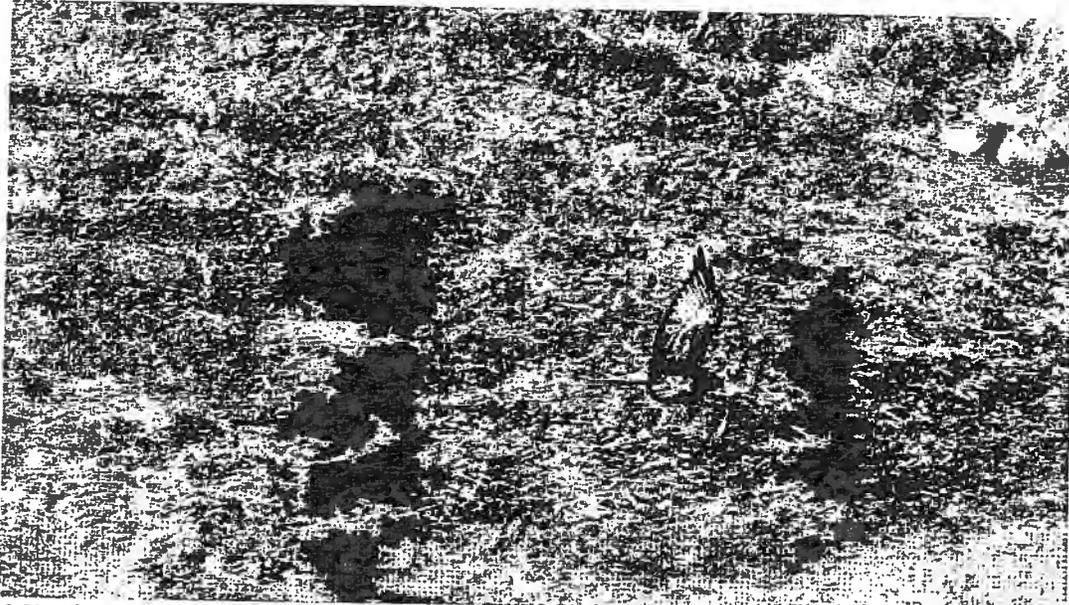
The non-breeding season is typically September through January. Surveys should be done at the appropriate time of year to determine the presence/absence of sensitive species. SMD recommends

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<sup>2</sup> State of California Natural Resources Agency Department of Fish and Game (March 7, 2012) Staff Report on Burrowing Owl Mitigation. <http://www.dfg.ca.gov/wildlife/nongame/docs/BUOWStaffReport.pdf>

that breeding and non-breeding Burrowing Owl surveys, as described above, occur prior to making a final determination regarding whether or not Burrowing Owls occur at the project site.

Northern Harrier (*Circus cyaneus*): The Biological Assessment indicates that during the 2006, 2009, and 2010 field surveys, no Northern Harriers or their nests were observed on the project site. However, on October 10, 2012, SMD staff conducted a site visit and observed a Northern Harrier flying repeatedly over the site and adjacent Lime Ridge Open Space. Comments regarding inadequate habitat close to human settlements should be revised to reflect current foraging behavior by the Northern Harrier.



*A Northern Harrier flies over the Lime Ridge Open Space and project site, October 10, 2012.*

California Tiger Salamander (*Ambystoma californiense*): Appendix B, Biological Resources, states that the California tiger salamander (CTS) was not observed on the project site during field surveys and is not expected to occur. Suitable habitat would include bodies of water at least 12 weeks in a year and suitable aestivation habitat. SMD is not convinced that the site does not contain both of these ingredients. As shown in the photo above, there are mammal burrows on the site. These burrows could be suitable aestivation habitat. Additionally, Appendix B also states the site contains 0.168 acres of seasonal and emergent wetlands, and ephemeral channel habitat. After winter rains, perhaps ponds or ephemeral water bodies could form. SMD recommends that additional studies be conducted to conclude that the CTS does not occur on the site and that the site does not include suitable CTS aestivation and breeding habitat. CTS are known to range over significant distances.

California Red-legged Frog (*Rana draytonii*): Appendix B, Biological Resources, states there are no known populations of CRLF within 5 miles of the project site. This statement is false. CRLFs have been observed in a Lime Ridge Open Space drainage within 1 mile of the site—in fact the City of Walnut Creek and the Walnut Creek Open Space Foundation have created and restored ponds in Lime Ridge north of

Treat Blvd. specifically to enhance habitat for this species. CRLF has been known to cover distances up to 2 miles. As stated by the Fish and Wildlife Service<sup>3</sup>:

California red-legged frogs may move up to 3 kilometers (1.88 miles) up or down drainages...Dispersing frogs have been recorded to cover distances from 0.40 kilometer (0.25 mile) to more than 3.2 kilometers (2 miles without apparent regard to topography, vegetation type, or riparian corridors (Bulger 1998).

SMD recommends that CRLF surveys take place in consecutive CRLF breeding/non-breeding seasons.

#### Geology and Soils

This section of the IS/MND should also mention the proposed off-hauling of 19,000 cubic yards of soil that would result from site grading. This information is needed as part of the evaluation of geotechnical, construction-related and other impacts.

#### Hydrology and Water Quality

Impact IX-1 should clarify that the proposed project would alter the existing drainage pattern of the site from overland, westerly sheet flow to a concentrated discharge from the onsite storm drain system in a way that would have the potential to result in substantial erosion and siltation. Similar to comments on Geology and Soils above, this section should also evaluate potential water quality impacts that would be related to site grading and the removal of 19,000 cubic yards of soil.

The addition of tens of thousands of square feet of structures and other impervious surfaces will result in significant quantities of run-off as well. How will it be mitigated? How will additional runoff affect downstream flooding on Galindo Creek?

#### Land Use and Planning

Significant Impact X-1 states the project plans are inconsistent with some of the Hillside Development Ordinance criteria and the zoning code pertaining to grading, amount of impervious surface, and overall visibility of the facilities from public right of ways.

The proposed mitigation measures are to provide additional trees and landscaping along the southwest façade of the chapel and to use pervious surface for paved areas "where practical." This is not adequate mitigation. Second, the trees will take at least 15-20 years to reach maturity. SMD does not believe it is reasonable for the project to avoid compliance with the Hillside Ordinance for a period of 15-20 years, particularly given its location adjacent to the Lime Ridge Open Space. Alternative mitigation measures to ensure compliance with the Hillside Development Ordinance include revising the master plan for the project and downsizing the overall facility, reducing the height of some of the structures, and/or rearranging the structures so that they are less visible to neighbors and those using the Open Space and/or Canal Trail. Mitigation language pertaining to use of pervious surface for paved (outdoor) areas should be strengthened by deleting the words "where practical."

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<sup>3</sup> U. S. Fish and Wildlife Service (August 2005) Revised Guidance on Site Assessments and Field Surveys for the California Red-legged Frog [http://www.fws.gov/ventura/species\\_information/protocols\\_guidelines/docs/crlf/caredleggedfrog\\_survey-guidelines.pdf](http://www.fws.gov/ventura/species_information/protocols_guidelines/docs/crlf/caredleggedfrog_survey-guidelines.pdf)

The IS/MND acknowledges there will be parking issues (Mitigation Measures XVI-4 and XV1-5). SMD agrees that there is the potential for very significant parking issues. SMD is concerned that the land designated as open space will be altered and possibly used for overflow parking at some point. This is unacceptable. To ensure that this does not occur in the future and that the open space is maintained as open space, SMD proposes that a mitigation measure be added to this section. The mitigation measure would require that the open space area be clearly defined on the master plan and be dedicated to the Lime Ridge Open Space, along with a fund or ongoing assessment to aid in the management of open space and other resource mitigations. The mitigation measure would ensure that the land designated as open space remain as open space, not be developed in any way or used in any way (for example, overflow parking). This open space provides an important buffer between the proposed project and the Lime Ridge Open Space and should remain as open space in perpetuity.

### Recreation

Significant Impact XV-1 states that drivers entering or leaving the proposed project site would cross the EBRPD's paved, regional Contra Costa Canal Trail and could endanger pedestrians. This is true not only for pedestrians, but also bicyclists and equestrians. The mitigation measures must ensure that the drivers stop and look both ways before crossing the Canal Trail. Users of the Canal Trail must have the right-a-way. To ensure this occurs, SMD proposes that additional mitigation measures be implemented such as speed bumps and a reduction of speed to 5 mph. A signal lighting system could mutually warn recreational users and vehicle drivers of oncoming traffic. This will ensure drivers slow down and are aware that they are approaching the Canal Trail.

What planning has the city undertaken—from its General Plan to An Open Space Plan to its trails plan, etc.--in its consideration of the Canal Trail and Lime Ridge Open Space from a recreational or resource protection perspective? How would this project adhere to or conflict with such City plans? How does this project fit in with the Master Plans of East Bay Regional Park District or of the Contra Costa Water District?

### Transportation and Circulation

The IS/MND indicates, "To ensure significant queuing does not occur, it is recommended that the applicant prepare and implement, if needed, mitigation measures that satisfy the City of Concord. These include providing two masses instead of one and scheduling event times to minimize concurrent trips." SMD believes these measures should be developed and reviewed as part of the public review draft so that the public has the opportunity to comment on the measures.

"Verification that onsite circulation is adequate including drive-aisle widths, and turning radii for automobiles/trucks/emergency vehicles..." should occur at this time, so that the City of Concord and the public have the opportunity to review assumptions and conclusions. Without this information, it is not possible to determine whether impacts have been reduced to a less-than-significant level. This is particularly critical for a site with only one access road (that crosses the Canal Trail) that would accommodate assembly use.

Mitigation XVI-5 indicates that the project applicant shall prepare and submit a parking management plan to the City of Concord to address parking demand on site for the annual special event with increased (full participation) attendance. SMD believes this information should be available for review

now, so it can be determined how major events would affect users of the Canal Trail and Lime Ridge Open Space. Development of this information should not be deferred.

Clearly, some church participants are likely to use Via Montanas as an access point to reach the church, especially if onsite project parking is tight or filled, and the current proposal contemplates use of Lime Ridge Open Space for emergency access. What are the traffic and parking impacts of such access and parking on the open space?

### C. Conclusion

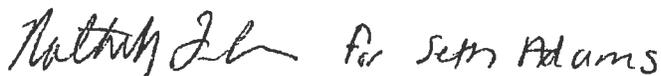
Given potentially significant environmental impacts on a range of issues, SMD believes an EIR should be prepared for the project. SMD is concerned about impacts to biological resources, and open space values of the site and vicinity and does not believe the mitigation identified is adequate to reduce potential impacts to less-than-significant levels. In areas such as Geology and Soils, and Traffic and Transportation, some of the information needed for the evaluation of impacts has not yet been studied. As required by CEQA, "If the lead agency determines there is substantial evidence in the record that the project may have a significant effect on the environment, the lead agency shall prepare an EIR" (*Friends of B Street v. City of Hayward* (1980) 106 Cal.App.3d 988).

SMD believes there is substantial evidence in the record that the project impacts may be significant. The IS/MND does not demonstrate that all impacts have been reduced to a less-than-significant level. Substantial evidence is not included in the record to support a fair argument that there are no significant impacts, or that potentially significant impacts have been mitigated to a level of insignificance. Therefore, an EIR should be prepared.

An EIR provides the opportunity to consider alternative sites that might be more appropriate for this very intensive use that is currently proposed on a small parcel, with just one access point, between Lime Ridge Open Space and the paved Contra Costa Canal Regional Trail, and Contra Costa Canal.

Thank you again for the opportunity to provide comments on the IS/MND. Please keep us posted as to the schedule of the proposed project.

Sincerely,



Seth Adams  
Land Director

**Lenhardt, Ryan**

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**From:** John Pelosi <j.pelosi@comcast.net>  
**Sent:** Friday, October 26, 2012 3:18 PM  
**To:** Lenhardt, Ryan  
**Cc:** 'Patti Pelosi'  
**Subject:** Additional Letter & Comments to the City of Concord for a "Proposed" Church Project at 930 San Miguel Road, Concord, CA 94518  
**Attachments:** 26 Oct. 2012 Letter to the City of Concord.docx; 26 Oct. 2012 Comments to the City of Concord.docx

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OCT 26 2012

PLANNING

Subj.: "Proposed" Church Project at 930 San Miguel Road, Concord, CA 94518

Ryan,  
As listed in the Notice of Intent to Adopt a Mitigated Negative Declaration, dated September 10, 2012, the public was invited to submit written comments concerning the "Proposed" Church Project located at 930 San Miguel Road, Concord, CA.

I have attached our additional letter and comments, dated 26 Oct. 2012, concerning this "Proposed" Church Project. I personally delivered the "originals" of the attached letter and comments to the receptionist at your office this afternoon.

Best Regards,  
John Pelosi

26 October 2012

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OCT 26 2012  
PERMIT CENTER

FROM: John R. Pelosi & Patti K. Pelosi, 933 Tyler court, Concord, CA 94518

TO: Mr. Ryan Lenhardt, Senior Planner, City of Concord, CA 94519

SUBJ: **Comments Concerning the "Proposed" St. Mary and St. Mina's Coptic Orthodox Church Project, Hillside Development Plan, City File: HDP 1-00**

Ref. 1: Notice of Intent To Adopt A Mitigated Negative Declaration, City of Concord, dated September 10, 2012

Ref.2: Initial Study/Mitigated Negative Declaration, St. Mary and St. Mina's Coptic Orthodox Church, City File: HDP 1-00, Prepared for: City of Concord Planning Department, dated September 10, 2012

Attach. C.: Comments Concerning the "Proposed" St. Mary and St. Mina's Coptic Orthodox Church Project, dated 26 October 2012

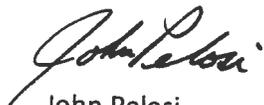
Dear Mr. Lenhardt,

As per Ref. 1, the City of Concord has issued a Notice of Intent to Adopt A Mitigated Negative Declaration for a project to develop a church facility, as identified in Ref. 2., within an area zoned for single family residences. This Notice invites the public and all affected agencies to review the Initial Study and Mitigated Negative Declaration and submit written comments.

We are the owners of the home at 933 Tyler Court, Concord, CA. 94518 and as such, we will be negatively impacted by this project, if it is built. Based on additional documents provided by the City of Concord on October 8, 2012, we have developed an additional number of written comments, concerns and questions and have provided them via Attachment C. We reserve the right to determine and submit additional comments, concerns and questions at a later date.

Please review our questions and provide your answers.

Thank you,

  
John Pelosi

**Comments to the City of Concord Concerning the "Proposed" Church Project at  
930 San Miguel Road, Concord, CA. 94518**

Q12. In reviewing the documents received by the City of Concord on 07 July 2012 from the LCA Architects firm, it appears in the Final Draft of the DECLARATION that a check mark was placed next to the category "an ENVIRONMENTAL IMPACT REPORT is required" as shown on page 3-3. Yet, on the same page a hand-written X was entered next to the category "A MITIGATED NEGATIVE DECLARARTION will be prepared". If the engineering firm hired to conduct the project review lists that "an ENVIRONMENTAL IMPACT REPORT is required", how can an architectural firm change the category to "a MITIGATED NEGATIVE DECLARATION will be prepared"?

A12.

Q13. Concerning, 2.0 PROJECT DESCRIPTION, page 2-2, LCA has crossed out the words "as open space" and hand written the word "vacant". This dramatically changes the identification of the remaining one quarter of the property that would be left "as open space" and changes it to "Vacant". What is the intent of this change? Also, does this mean that the "Vacant" land could be built on at a later date?

A13.

Q14. Concerning ACCESS And CIRCULATION, page 2-3, LCA has crossed out the word "gravel" and hand written the word "asphalt". The access road is clearly dirt and gravel. There is no asphalt on this road. Why was the word "Gravel" crossed out and the word "Asphalt" hand written?

A14.

26 October 2012

**Attachment C:**

**Comments to the City of Concord Concerning the "Proposed" Church Project at  
930 San Miguel Road, Concord, CA. 94518**

Q15 Concerning the 3.0 ENVIRONMENTAL CHECKLIST, para. b., page 3-7, LCA has crossed out the words "as permanent open space" and hand written the word "vacant". Why were the words "as permanent open space" crossed out and the word "vacant" hand written?

A15.

Q16. Concerning IMPACT X-1, page 3-56, LCA has crossed out a major portion of the paragraph language listing that the grading of the more than 40 percent slope located in the proposed parking area cannot be mitigated without redesigning the parking lot and or sanctuary. How could all these elements be crossed off by LCA when the engineering firm came to their recommendation based on their determinations and findings?

A16.

**Lenhardt, Ryan**

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**From:** Susan Ross <susanrosch.ross@gmail.com>  
**Sent:** Friday, October 26, 2012 3:55 PM  
**To:** Lenhardt, Ryan  
**Subject:** Additional Comments to the City of Concord for Proposed Church Project at 930 San Miguel Road, Concord, CA 94518  
**Attachments:** S.Ross Ltr to City of Concord (2012-10-26).pdf

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OCT 26 2012

PLANNING

Dear Ryan -

Attached please find my additional questions and comments regarding the above-referenced matter.

Kind regards,

Susan Ross  
941 Tyler Court  
Concord, CA 94518  
(510) 919-3440

# SUSAN L. ROSS

941 Tyler Court, Concord, California 94518 (510) 919-3440

susanrosch.ross@gmail.com

October 26, 2012

G. Ryan Lenhardt, Senior Planner  
City of Concord  
1950 Parkside Drive, MS/53  
Concord, CA 94519

RECEIVED  
OCT 26 2012  
PLANNING

Re: Project: St. Mary's/St. Mina's Coptic Orthodox Church  
Location: 930 San Miguel Road

Dear Mr. Lenhardt:

On Tuesday, October 23, 2012, I received copies of certain documents produced upon request by Mike and Janel Pelosi in their October 8, 2012 letter to the City of Concord. I have several comments and questions regarding pages marked "rec'd 7.27.12 from LCA," which appear to be edits made by Loving & Campos Architects Inc. ("LCA") to a draft version of an Initial Study / Mitigated Negative Declaration for the above-referenced project.

**Page 3-3:** LCA placed its handwritten "X" next to the Determination that "there will not be a significant effect in this case ... a Mitigated Negative Declaration will be prepared."

Question: Is this a direct effort to side step the Determination of an EIR?

Question: Does LCA have the authority to independently make this decision as signed by G. Ryan Lenhardt on behalf of the City of Concord as Lead Agency?

Question: Has the Lead Agency made a good faith effort to review the project's potential for significant impacts prior to accepting and signing off on LCA's Determination?

**Page 2-2:** The remaining one-quarter of the property would be left as ~~open space~~ vacant.

**Page 3-1, para 8:** The remaining one-quarter of the property would be left as ~~open space~~ vacant.

**Page 3-7 b):** Development would be limited to the northern three-quarters of the site with the remainder left as ~~permanent open space~~ vacant.

Comment: The overall message projected to the public indicates the remaining portion of Church land is intended to remain undeveloped open space.

Question: By changing wording from "as [permanent] open space" to "vacant," has LCA unilaterally deviated from the spirit and intent of preserving existing open space to advocating future development?

Question: If developed, the remaining open space would most certainly require evaluation for 1) substantial adverse effect on a scenic vista; and 2) substantial degradation of the existing visual character or quality of the site and its surroundings; would it not?

October 25, 2012

RECEIVED  
OCT 26 2012  
PERMIT CENTER

City of Concord  
Community of Economic Development Department  
Ryan Lenhardt, Sr. Planner  
1950 Parkside Drive  
Concord, CA 94519

Re: Objection of issuance of permits and approval for the parcel located at 930 San Miguel Road, Concord, CA until prior remediation occurs.

To Whom It May Concern:

This letter serves as notice of our strong objections, concerns and rationale for opposition of the granting of permits and construction approval until all outstanding issues are remedied and addressed in a transparent and appropriate manner by all parties involved, prior to moving forward with the proposed construction of St. Mary/St. Mina's Coptic Orthodox Church on the property located at 930 San Miguel Road, Concord, CA 94518.

For over 28 years we've owned and paid taxes to the City of Concord for the adjacent property located at 934 San Miguel Road, Concord, CA 94518 as well as an additional Concord property. As such, my expectation is that the City of Concord account for and factor in the numerous outstanding issues yet to be resolved prior to issuance of any permits and construction approval. The 930 San Miguel Road property owners have failed to remedy and deal with actual and practical concerns and issues by several parties involved in this matter including myself and my husband, adjacent parcel owners, the Bureau of Reclamation, the Contra Costa Water District, the City of Concord, and The Save Mount Diablo organization.

The outstanding issues are outlined as follows:

- 1.) The sewer main dedicated to the City of Concord is 10 feet off of our property line. The 930 San Miguel parcel owner will have to negotiate access to that sewer line prior to the issuance of any permits. The 930 San Miguel parcel owner has indicated that they want to put a manhole on Reclamation property. The CCWD has adamantly said that they will not allow this. This issue needs to be resolved prior to the issuance of any permits.
- 2.) A full Environmental Impact Report (EIR) is needed and has not been done. The initial study and Mitigated Negative Declaration dated September 10, 2012 does not constitute a full EIR. The adjacent properties, surrounding properties, and this single family residential neighborhood will not be the only ones affected by the proposed construction, but so will the abundant wildlife and the only natural spring on this section of the Limeridge Open Space per Save the Mount Diablo Org. and what has been long established sanctuary for animals and wildlife as well as a

safe and quiet area.

- 3.) Through the Brown Act, I've obtained copies of documentation in possession by the City of Concord. In correspondence dated 23-MAY-2012, Mr. George Guorgui, the project manager representing 930 San Miguel Road, erroneously makes misrepresentation in correspondence to Ms. Carolyn Mills of Mills Associates regarding my position and that of my neighbor, Mark Willis (936 San Migiel Road), regarding our conversation with Mr. Dino of CCWD. Neither myself, my husband nor Mr. Willis agreed to the new bridge and/or any repair, as was erroneously stated by Mr. Guorgui (attachment A). I find it highly unethical to be misquoted and misrepresented in documents that were forwarded to the City of Concord and first and foremost wanted to set the record straight. The current bridge meet all of our residential needs and we strongly object to having to be forced to pay 2/3 of the bridge maintenance costs in the future; have any liability for such; or be inconvenienced with a bridge demo that was never intended for anything but that of for a single family residential neighborhood.
- 4.) Because of the rural location of the 930 San Miguel Drive parcel and adjacency to the Contra Costa County Canal trail, there is concern by all neighboring owners in the neighborhood that the Concord Police Department due to budget cut backs will lack the manpower to patrol and respond to drinking, partying, vandalism and other potential safety and security issues at this rural parcel during and post construction and after daylight hours. No one has addressed the security concerns and safety issues and plans for an emergency route with the size of expected parishioners for the proposed construction.
- 5.) The 930 San Miguel parcel owner has yet to negotiate and address the insurance and release of liability issues for my husband and I and other neighboring affected parcels. This also needs to be addressed prior to the issuance of any permits and project approval.
- 6.) The 930 San Miguel parcel owner has yet to sufficiently address the impact of the lighting and noise levels that will affect my residential property and long standing tenant as well as that of the neighbors and the neighborhood. Originally the 930 San Miguel parcel owner had indicated that hours of business of a new constructed church facility at the site would be limited. The most recent 930 San Migiel parcel owner documentation is stating that planned hours of business for lighting/noise have increased from original proposal and would be until 22:00 hour potentially all seven days of the week. 22:00 hour in a long established residential rural neighborhood is too late for a households comprised of families, children, elderly, and working adult taxpayers all contributing to the city coffers and where ambient light in it's proposed form would present a significant problem for many. Again, the 930 San Miguel parcel owner needs to address and remedy this prior to any forward permit movement or project approval.

We're hereby officially requesting as long standing tax payers that each member of the permit approving body for the City of Concord on this project meet myself and other affected neighbors "on-site" to see for yourselves in person what it is that the schematics and architectural blue-prints do not

reflect accordingly as far as the scope of the negative impact of the proposed permits and construction and the issues that we have raised above and that other parcel owners have written you about. Anyone whom has conducted an actual on-site visit to the parcel and adjacent parcels involved will clearly see that the submitted architectural blue-prints/schematics are not reflective of the confined spacial and special considerations of this parcel and the genuine impact to the neighborhood and unique location. Please reply within 14 business days to my request for the on-site visit for the city officials.

Thank you for your consideration and review of this matter.

Sincerely,

A handwritten signature in black ink, written in a cursive style. The signature reads "Susan L. Thomason-Amberson & Gary Amberson". The ampersand is clearly visible between the two names.

Susan L. Thomason-Amberson and Gary Amberson  
Reply Mailing Address: 105 Eileen Lane, Concord, CA 94518

RECEIVED

OCT 26 2012

**Vincent E. and Martha J. Brown**

**1003 Scotnell Place  
Concord. CA 94518**

RECEIVED

OCT 26 2012

PLANNING

October 19, 2012

City of Concord  
Attn: G. Ryan Lenhardt  
1950 Parkside Drive, MS/53  
Concord, CA 94519

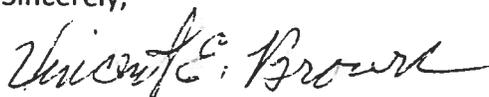
**Assessor's Parcel Number: 130-261-002**  
**General Plan: RR (Rural Residential)**  
**Zoning: RR-20 (Single-family residential, minimum lot size is 20,000 Sq. Ft.)**

Dear Mr. Lenhardt,

Please regard this letter as confirmation of two City of Concord taxpayers who are opposed to the St Mary's Coptic Orthodox Church building proposal at 930 San Miguel Road, Concord, CA.

We recently purchased our home here to be closer to our children. We are both over 80 and the area seemed a good place to enjoy our final years. The area is great for walking. It is a nice quiet neighborhood and centrally located for our shopping times. It is hard for us to believe that Concord would even consider building a campus after it had been zoned for Residential only. We moved here from San Leandro after living there for 53 years. We are so glad we moved. We are very impressed with the way Concord has beautified the streets and how the areas are kept up. Please do not disappoint our special feeling of this area by making San Miguel Road a busy street and take the walking path away and have so much traffic. It also seems ridiculous to spend so much money to widen the Road. The money could certainly be used to help the schools. There surely must be someplace else in Concord to build this campus.

Sincerely,



Vincent E. Brown



Martha J. Brown

RECEIVED

OCT 26 2012

PLANNING

Oct 25, 2012

I am writing to support the St. Mary / St. Mina  
Coptic Orthodox Church proposed Project at  
930 San Miguel Rd in Concord.

I appreciate the exhaustive and thorough review  
the City of Concord has used for this project  
and agree the church should be allowed to  
build its sanctuary, classrooms + multi-use ~~bdy~~.

I do not agree with the local neighborhood  
opposition group named "Committee for the Friends  
of San Miguel Road". After ~~has~~ initially listening to  
their arguments against the proposed church  
project, I believe they are really just a few  
hard core opponents of the church project reacting  
in a typical NIMBY'ism style. No amount of  
mitigation will satisfy their position. Their tactics  
are to ~~use~~ delay, stall and ultimately sue to stop  
the project. There are other neighbors who  
feel similarly to me but who are unwilling to do  
so publicly for fear of causing problems in the  
neighborhood.

I urge you to approve the project + let the church proceed.

Sincerely Robert Alpert

Robert Alpert

932 Tyler Ct

Concord