

EXHIBIT A

Cascara Canyon Development Initial Study and Proposed Mitigated Negative Declaration

Prepared for
City of Martinez

Prepared by
Mills Associates
Lafayette, California

October 30, 2009

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PURPOSE OF DOCUMENT

This Initial Study has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) and the state guidelines for the implementation of CEQA (2008 Revised). The purpose of this analysis is to determine whether the proposed project may have a significant effect on the environment and to identify applicable mitigation measures.

This document addresses a proposed General Plan Amendment and Rezoning of a 5.6-acre site to allow a 47-unit residential development. The development would contain two structures that would each contain 23 multi-family units and one custom home on a 5.6-acre parcel. The two multi-family structures would contain 34 one-bedroom and 12-two-bedroom units. The multi-family units are proposed on 1.6 acres with the remaining acreage retained as open space and a single-family parcel. The proposed multi-family development will be contained to that part of the property that was previously graded in 2007-08 for an approved, but unbuilt 20-unit townhome development.

The project site is located on Shell Avenue, Martinez, California in Contra Costa County. Access to the project site is from Shell Avenue.

This document includes a project description, Initial Study checklist, and appendices that include a mitigation monitoring plan and traffic calculations. The City of Martinez is the lead agency.

CEQA PROCESS

As the first step of the Initial Study process, a CEQA checklist (included as Chapter 3) was prepared to determine the significant effect on the environment from the proposed development as a result of a general plan amendment and rezoning. For each environmental issue (aesthetics, soils, utilities, traffic, etc.), it was determined whether or not the proposed project could cause a significant environmental impact. The discussion, which follows each component in the checklist, supports the determination made for the following categories: "potentially significant impact," "potentially significant unless mitigation incorporated," "less than significant impact," or "no impact." It was determined that the project could create aesthetic/visual impacts, air quality impact, traffic/parking impacts, as well as potential inconsistencies with the General Plan. Appropriate mitigation measures have been recommended (refer to Chapter 3).

A summary table (Table 1-1) of significant impacts and mitigation measures as a result of this analysis is found at the end of this chapter.

1. INTRODUCTION

A mitigation-monitoring program has been prepared and included as Appendix A. This monitoring program will be used by the City of Martinez to insure that the designated person or agency implements the mitigation measures.

REPORT PREPARATION

Mills Associates prepared this document for the City of Martinez. In conformance with Sections 15050 and 15367 of the CEQA Guidelines, the City of Martinez is the "lead agency" for this project. Lead agency is defined as the "public agency, which has the principal responsibility for carrying out or approving the project."

Lead Agency

City of Martinez
525 Henrietta Street
Martinez, CA 94553

Contact: Corey Simon, Senior Planner

Applicant

Shell Heights Associates, LLC
164 Oak Road
Alamo, CA 94507

Contact: William F. Schrader, Jr.

Consultant

Mills Associates
3744 Mt. Diablo Boulevard, Suite 303
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Adam Noble, Photo Simulations

Tom Camara, Graphics

Lynne LeRoy, Production

1. INTRODUCTION

Persons Consulted

Tim Argenti, Allied Waste Services
Sue Casey, Martinez Unified School District
Ted Leach, Fire Inspector, Contra Costa Fire Protection District
Russ Leavitt, Engineering Assistant, Central Contra Costa Sanitary District
Anne Murray, Contra Costa County Public Library
Izzat Nashashibi, P.E., Applicant's Engineer, Humann Company, Inc.
Alan Pelligrini, City of Martinez, Department of Public Works
Gary Peterson, Commander, City of Martinez Police Department
Liz Robbins, Martinez Unified School District
Tim Tucker, City Engineer, City of Martinez
Greg Tholen, Bay Area Air Quality Management District
Gary L. Wheeler, Applicant's Architect, Arete, Inc.
Khalil, Yowakim, City of Martinez, Department of Public Works

1. INTRODUCTION

Table 1-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Significant Impact	Mitigation Measures	Does Implementation of the Mitigation Measure(s) Reduce the Impact to Less-Than-Significant Level?
<p>AESTHETICS</p> <p>I-1: The proposed buildings bulk and height would create visual impacts that would have a substantial adverse effect on a scenic vista; substantially damage scenic resources and degrade the existing visual character of the site by introducing an incompatible urban element</p>	<p>I-1: The mass of the southerly building shall be reduced so that both greater visual access is provided to the open space behind the buildings and that a larger area is available for tree plantings. The length of the southerly building should be reduced by approximately 20 percent, adding the former building area to the adjacent landscape areas between: a) this building and the shared entry drive between the two buildings and, b) this building and the southerly property line. The reduction in building mass may be accomplished by either a reduction of individual unit sizes, a reduction in number of units, and/or possible relocation of units to areas of the site where no additional visual impacts would occur, such as above the carports in the rear.</p>	<p>Yes</p>
<p>AIR QUALITY</p> <p>III-1: Construction of the proposed project could create potentially significant dust impacts that could affect nearby residents.</p>	<p>III-1: During grading and construction activities, the applicant shall implement the following measures to control dust:</p> <ul style="list-style-type: none"> • Water all unpaved active construction areas at least twice daily. • Sweep all paved active construction areas at least daily. • Sweep off-site streets leading to the project site daily if soil, sand, or other loose materials are deposited on these streets. • Cover all trucks hauling soil, sand, and other loose materials, or require trucks to maintain at least two feet of freeboard. 	<p>Yes</p>

1. INTRODUCTION

Significant Impact	Mitigation Measures	Does Implementation of the Mitigation Measure(s) Reduce the Impact to Less-Than-Significant Level?
LAND USE AND PLANNING		
<p>IX-1: The proposed project is potentially inconsistent with Central Martinez Specific Area Plan policies regarding compatibility with neighborhood character, overbuilding the site and limiting the structures to two stories.</p>	<p>IX-1: The applicant shall create a more sensitive design that is compatible with the neighborhood, such as reducing the southern building 20 percent; banking units over the rear carports as shown in Aesthetics, 3.1.</p>	Yes
<p>IX-2: The apartment buildings could be seen as an incompatible urban image within the streetscape due the greater height and close proximity to the street when compared to neighboring properties.</p>	<p>IX-2: Refer to Mitigation Measure I.1 regarding redesign of the structures.</p>	Yes
TRANSPORTATION/TRAFFIC		
<p>XV-1: Sight distance is limited to the south due to the embankment along the inside of the curve and foliage. This is a potentially significant impact.</p>	<p>XV-1: The final roadway design shall be approved by the City's Traffic Engineer prior to filing the Final Map. This may include a grade change as well as trimming the foliage along the roadway in both directions.</p>	Yes
<p>XV-2: The project's parking supply does not meet the City parking standards, nor does the tandem parking space length meet the ULI length standards.</p>	<p>XV-2a: The applicant shall request an exception to the parking standards variance, as well as adjust the number of units and/or available parking so that the number of spaces provided is closer to the upper end of the actual observed parking demand measured by Omni-Means, City of Concord surveys (1.50–1.64 spaces per unit).</p> <p>XV-2b. The tandem parking shall be redesigned so that each tandem parking space has a minimum depth of 18 feet or a minimum total depth of 36 feet.</p>	Yes

PHYSICAL LOCATION

The project site is located in the north central portion of the City of Martinez, Contra Costa County, California. Site access is from Shell Avenue, which extends in a west/northeast direction between Alhambra Avenue and Pacheco Boulevard. The project site is bounded on the north by an apartment complex known as La Salle Manor and to the south by the County Housing Authority's Alhambra Terrace complex. East of the project site are single-family residences, a church, and an open space area. West of the site across Shell Avenue is a steeply sloped hillside that is densely covered with oak trees. At the top of the hillside are two single-family residences. (Refer to Figure 2-1, Project Site Location.)

The project site contains 5.6 acres, however only 1.6 acres would be developed under the current application. The developable portion was previously graded (refer to discussion below regarding the history of the site) with the remaining 4 acres rising steeply to the east. The graded area extends approximately 120 feet from Shell Avenue to the base of the ungraded slope. The undeveloped portion of the property is referred to as the upper slope. At the southerly most portion of the upper slope of the property is a designated one-quarter acre custom home site that would have access from Harbor View Drive. The remaining portion of the property would remain in open space. Numerous large trees dominate the northern portion of the upper slope and would not be disturbed by the development. The existing graded pad has a 20-foot cross slope from north to south. At the northern corner of the property the elevation along Shell Avenue is 118 feet and at the south end the elevation is 98 feet. The elevation rises two feet between the front of the property to the base of the slope at the rear of the graded pad. (Refer to the Aerial Photo in Figure 2-2.)

The assessor's parcel number for the site is 376-010-011.

BACKGROUND

The City of Martinez approved a tentative map/planned development for 20 townhomes and one custom lot in August 2006. The previous project was consistent with the zoning and it was exempted from CEQA as an infill project. The owner/developer was given a grading permit while the Final Map and Improvement plans were under review by City staff. The applicant has indicated that the rough grading was completed for the previously approved project and some utilities were installed. Work was stopped in 2008 due to the declining market for townhomes at which time the applicant began to consider other alternative uses for the property. An application for a multi-family complex was submitted to the City in March 2009 which required a General Plan Amendment and Rezoning.

2.0 PROJECT DESCRIPTION

PROJECT DETAILS

General Plan and Zoning

The proposed project consists of a General Plan Amendment (GPA) and Rezoning of the project site. The underlying project is the development of 46 multi-family units (contained within two 23-unit, three story buildings) and one custom home on the 5.6-acre parcel. The change in land use designation would allow 27 more units than what the existing designation permits. Table 2-1 identifies the portions of the project site and the respective changes to the General Plan and Zoning designations.

**TABLE 2-1
EXISTING AND PROPOSED LAND USE DESIGNATIONS**

LAND USE DOCUMENT	EXISTING DESIGNATION	PROPOSED DESIGNATION
General Plan (Central Martinez Specific Area Plan	Group 2 Residential: minimum 4,000 s.f./unit for single family; minimum 3,500 s.f. for multi-family (10-12 units/acre) This designation applies to the entire site.	1.6 acres: Group 4 Residential; minimum 1,500 s.f./site/multi-family unit (29 units/acre); .25 acre (single-family site): Group 1 residential; minimum 6,000 lot size Remainder: Open Space
Zoning	R-3.5 (single and Multi-family Residential: minimum 3,500 s.f./site/unit and 4,000 s.f. minimum lot size This zoning designation applies to the entire site.	1.6 acres: R-1.5 (Multi-family Residential: minimum 1,500 s.f./unit; minimum 10,000 s.f. lot size) .25 acre: R-100 (single-family Residential; minimum 100,000 s.f. lot size Remainder: OS-Open Space

Site Plan and Architectural Details

The project site plan is shown in Figure 2-3. The two apartment buildings will contain a total of 46 units broken out as follows: 34 one-bedroom units and 12 two-bedroom units. The one-bedroom units will range in size from 671 to 799.9 square feet and the two-bedroom units will be 1,118 square feet. Five units will be handicapped accessible. The single-family residential parcel located in the southeast corner of the property will have a minimum lot area of 100,000 square feet, which includes that portion that will be designated for open space. The access for this lot will be via an easement off of Harbor View Drive.

The apartment buildings will contain three floors. The first floor of each building will contain 5 apartments, 12 or 14 parking spaces and an exercise room in one of the buildings, with two floors of living space over the first level. The handicapped units will be located on the first floor with three located in one building and two in the other building. The garage will contain 12 parking spaces in one building and 14 spaces in the second building. Access to the garage will be from the rear of the buildings. Additional parking will be located behind the buildings along the base of the slope and

2.0 PROJECT DESCRIPTION

along the northern property line. Plans indicate a total of 53 parking spaces with tandem parking proposed for the two-bedroom units.

Elevations have been provided to illustrate the architectural details and are included as Figures 2-4 through 2-7. (Note that the elevations only depict one of the two buildings; the second building is a duplicate plan). The height of the structures is 44 feet and each structure is 120 feet long. Plans reflect a structure with a hip roof, articulated facades as a result of pop outs to accommodate the two-bedroom units and decks, and varying window style and treatment. Figure 2-8 is a color rendering of the apartment building, which reflects a modest color pallet of earth tones with a black or dark brown accent color for the shutters and decks.

Figure 2-8 is the proposed landscape plan. A mix of evergreen and deciduous trees is shown along the front, sides and the rear corners of the development site to help screen views of adjacent properties. Interspersed amongst the trees are medium height flowering shrubs, perennials and groundcovers.

Exceptions to the Zoning Ordinance

In addition to the changes in the General Plan and Zoning designations, the applicant will also require the following exceptions to the City's Zoning Ordinance: minimum front yard requirement, building height and parking ratio. Table 2-2 lists the various ordinances affected, the minimum requirement and the exceptions.

TABLE 2-2
EXCEPTIONS TO THE ORDINANCE

Ordinance	R-3.5 Existing Requirement	R-1.5 Proposed Requirement	Requested Exception
Building height	25	30 feet	44 feet
Setback from front property line	20	10 feet	6 feet
Parking ratio	2.25 spaces/unit	2.25 spaces/unit	1.4 spaces/unit

SERVICE PROVIDERS

The apartments will be served by the City of Martinez Water Department, Central Contra Costa Sanitary District (CCCSD), Contra Costa County Fire Protection District, City of Martinez Police Department and PG&E. Students will attend schools in the Martinez Unified School District.

PROJECT APPROVALS

The proposed project will require the following approvals: General Plan Amendment (GPA) and Rezoning, Tentative Map, various exceptions to the zoning ordinance, and design review of the apartment buildings. The Planning Commission will make a recommendation to the City Council

2.0 PROJECT DESCRIPTION

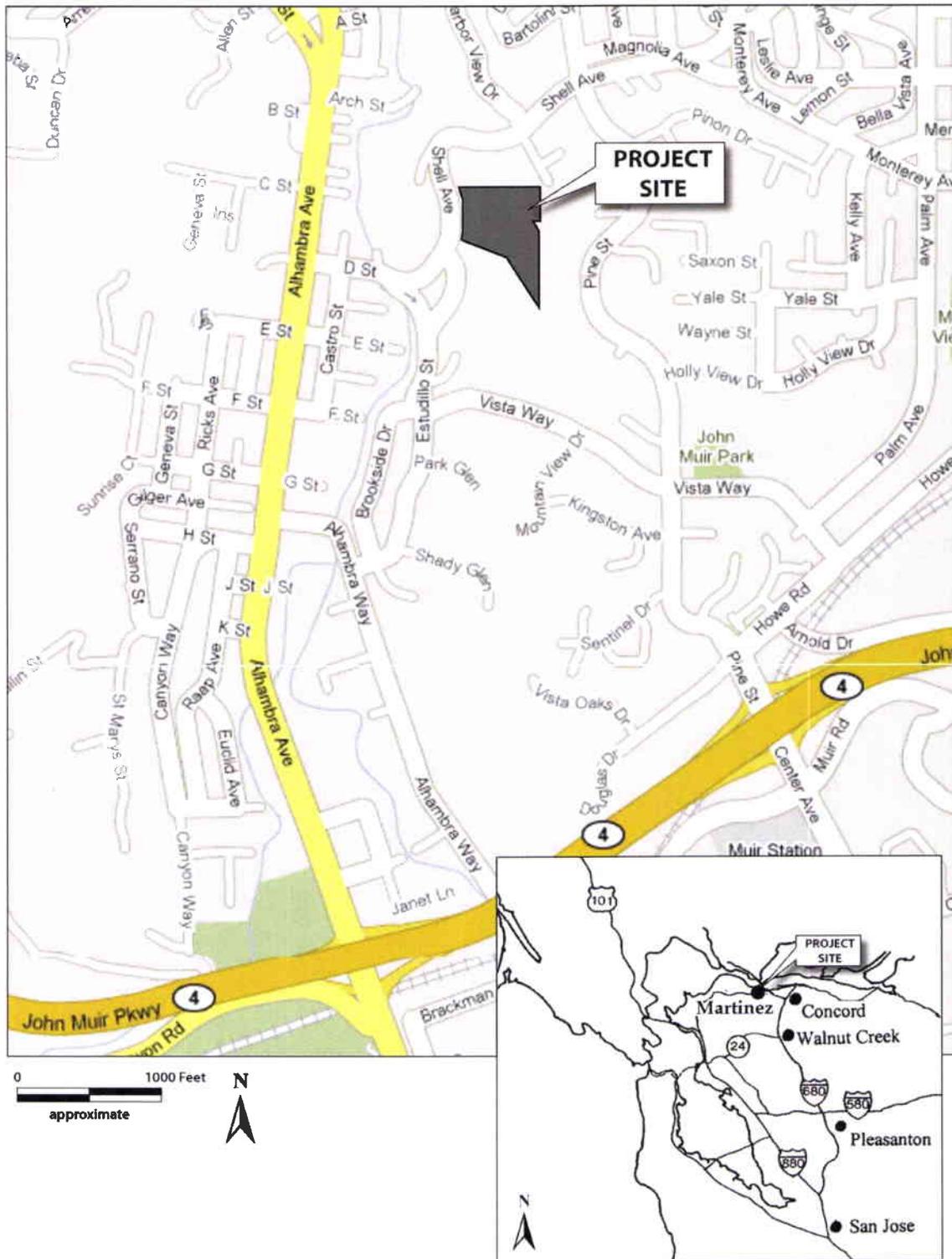
regarding the GPA and Rezoning prior to the Council hearing the application. Upon approval of the GPA and Rezoning, the Planning Commission will act on the Tentative Map and Design Review.

SOURCES OF INFORMATION

Izzat Nashashibi, P.E., Humann Company, Inc., Engineer for the applicant.

Arete, Inc., Architect for the applicant.

2.0 PROJECT DESCRIPTION



Source: Mills Associates

Figure 2.1 Site Location Map and Regional Setting

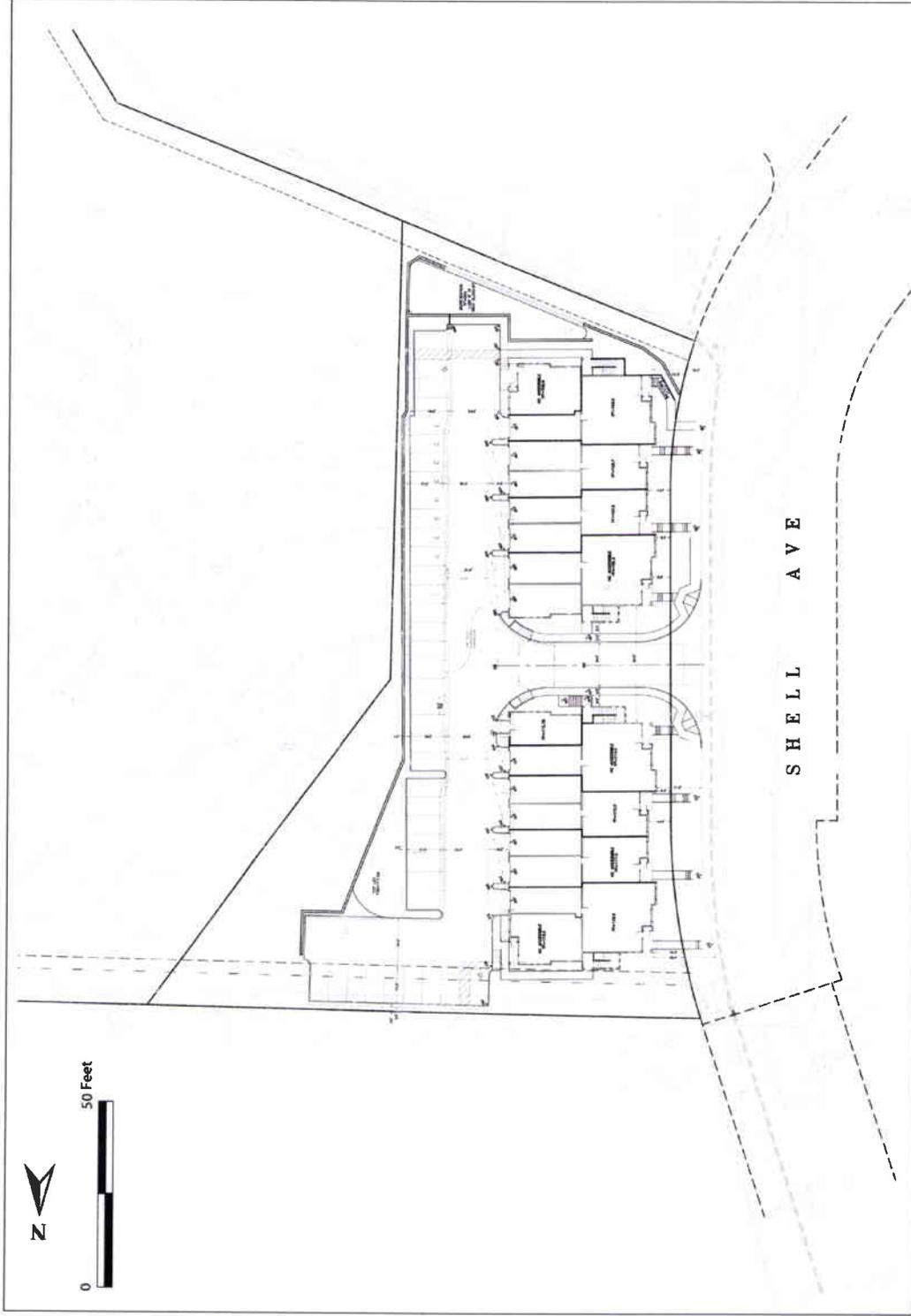
2.0 PROJECT DESCRIPTION



Source: City of Martinez

Figure 2.2 Aerial Photo of Project Site

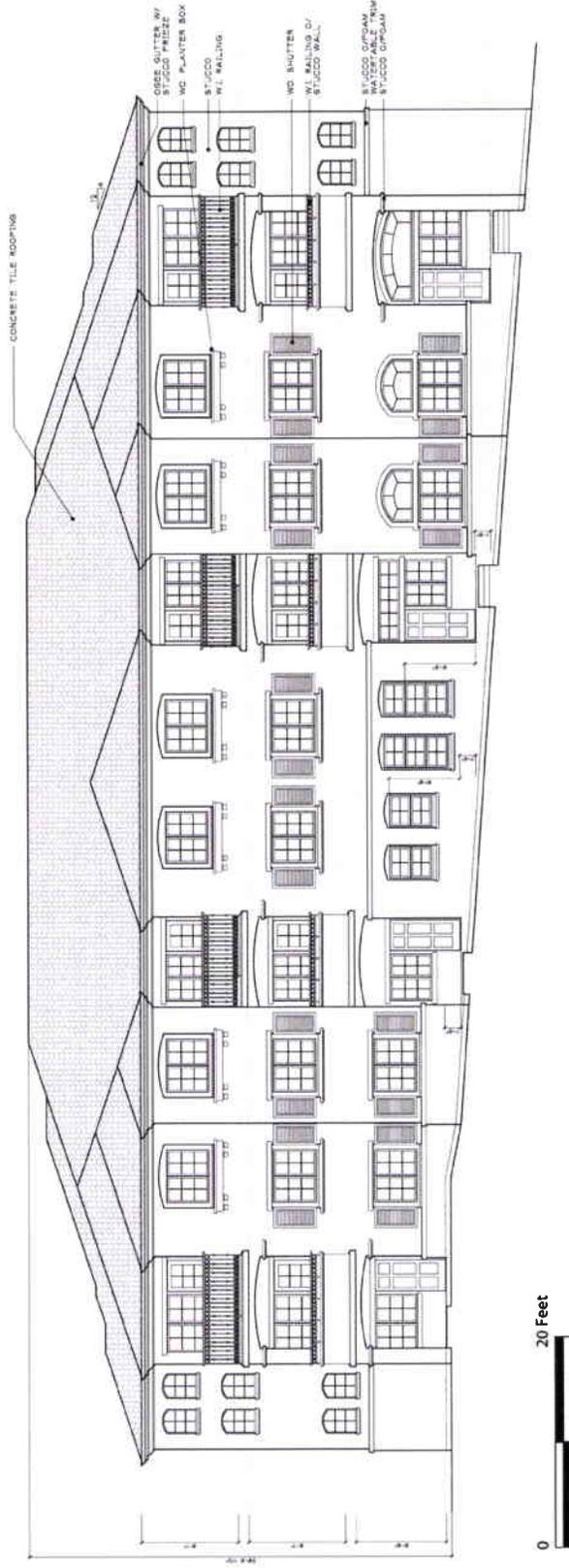
2.0 PROJECT DESCRIPTION



Source: Humann Company

Figure 2-3 Project Site Plan

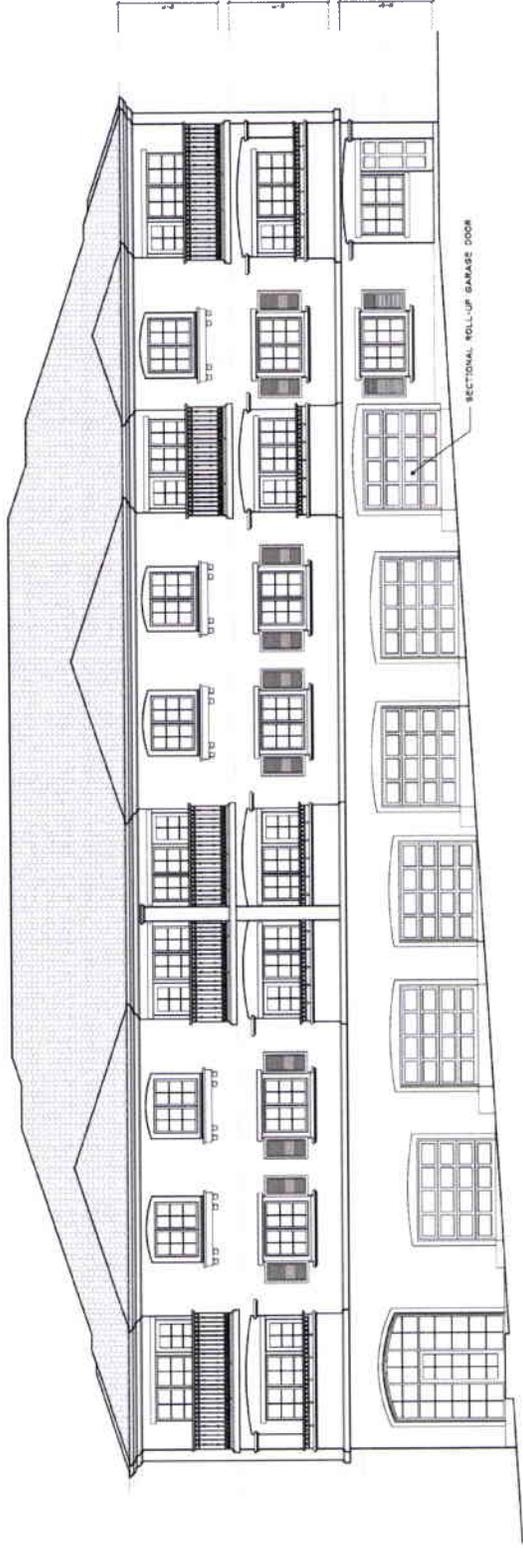
2.0 PROJECT DESCRIPTION



Source: Arete, Inc.

Figure 2-4 Architectural Elevation - Front View

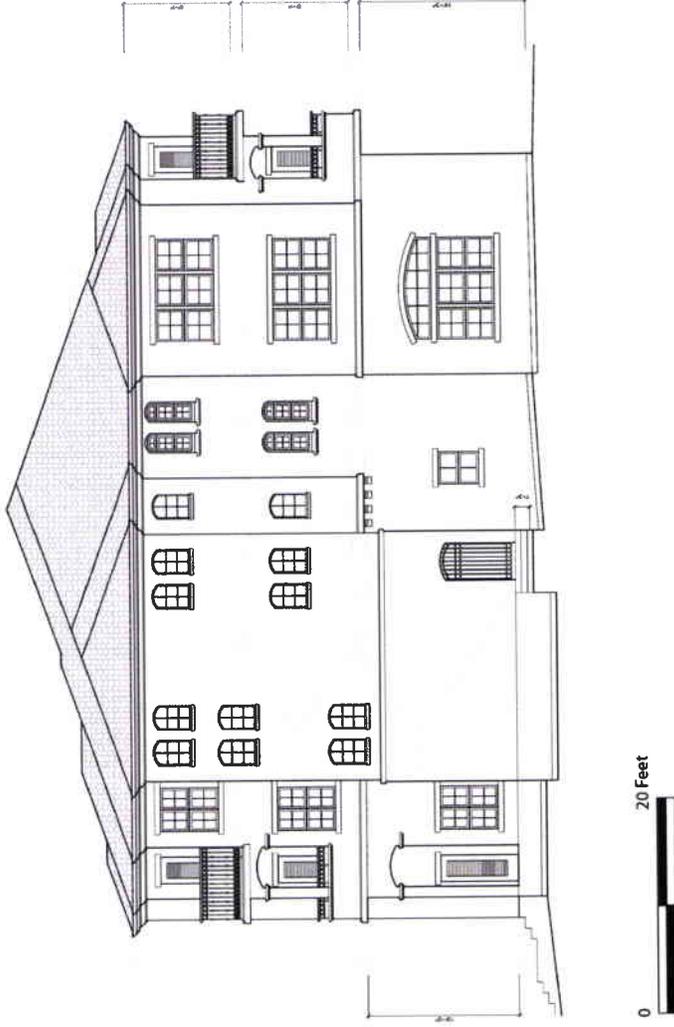
2.0 PROJECT DESCRIPTION



Source: Arete, Inc.

Figure 2-5 Architectural Elevation - Rear View

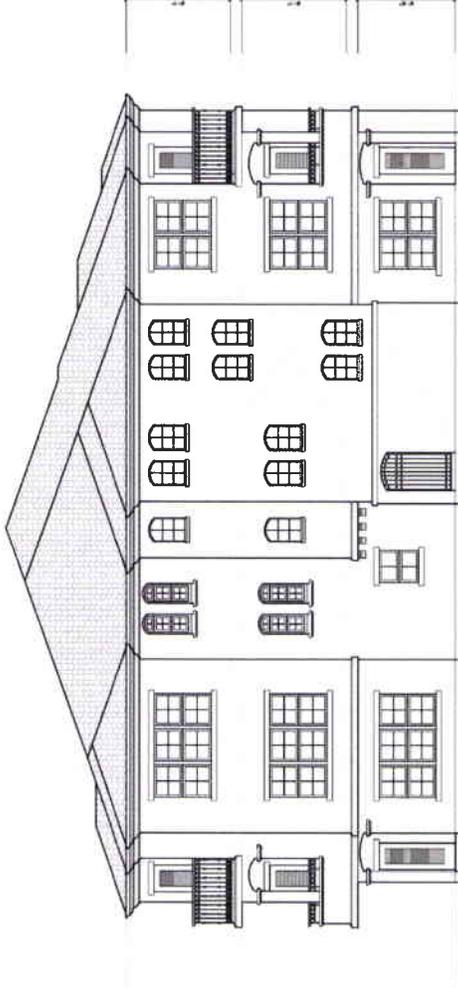
2.0 PROJECT DESCRIPTION



Source: Arete, Inc.

Figure 2-6 Architectural Elevation - Right Side Elevation

2.0 PROJECT DESCRIPTION



Source: Arete, Inc.

Figure 2-7 Architectural Elevation - Left Side Elevation

2.0 PROJECT DESCRIPTION



Source: Arete, Inc.

Figure 2-8 Colored Rendering of Apartment Building

3.0**ENVIRONMENTAL CHECKLIST**

1. Project title: Cascara Canyon Multi-Family Development
2. Lead agency name and address: Community Development Department
City of Martinez
525 Henrietta Street
Martinez, CA 94553
3. Contact person and phone number: Corey Simon, Senior Planner, 925-372-3518
4. Project location: Shell Avenue, between Terrace Way and Harbor View Drive, Martinez, CA
5. Project sponsor's name and address: Shell Heights Associates LLC
164 Oak Road
Alamo, CA 94507
6. General plan designation: Central Martinez Specific Area Plan: Group 2 Residential; minimum 4,000 s.f./unit for single family; minimum 3,500 s.f./multi-family (10-12 units/acre)
7. Zoning: R-3.5 (Single and Multi-family Residential; 3,500 s.f. minimum site area/unit; 4,000 s.f. minimum lot size)
8. Description of project: The proposed project consists of a General Plan Amendment (GPA) and Rezoning of the project site. The underlying project is the development of 46 multi-family units (contained within two 23-unit, three story buildings) and one custom home on the 5.6-acre parcel. The 46 apartments would be developed on 1.6 acres and the four remaining acres would contain a single-family parcel on .25 acre and 3.75 acres in open space. The change in land use designation would allow 27 more multiple family units than what the existing designation permits.

The changes requested to the General Plan and the Zoning Ordinance include the following:

3. ENVIRONMENTAL CHECKLIST

Central Martinez Specific Area Plan

1.6 acres: Group 4 Residential; minimum 1,500 square feet/site/multi-family unit (29 units/acre);

.25 acre (single-family site): Group 1 residential; minimum 6,000 lot size

Remaining Acreage: Open Space

Zoning Ordinance

1.6 acres: R-1.5 (Multi-family Residential: minimum 1,500 square feet/unit; minimum 10,000 square feet lot size)

.25 acre: R-100 (single-family Residential; minimum 100,000 square feet lot size)

Remaining Acreage: OS-Open Space

In addition to the changes in the General Plan and Zoning designations, the applicant will also require the following exceptions to the City's Zoning Ordinance: front yard setback, building height and parking ratio. The building height is 30 feet; the applicant is requesting an exception to allow 44 feet. The front yard setback requirement from the property line is 10 feet whereas the applicant is requesting six feet. The City's parking ratio is 2.25 spaces per unit; the applicant is requesting 1.4 spaces per unit.

The two apartment buildings will contain a total of 46 units broken out as follows: 34 one-bedroom units and 12 two-bedroom units. The one-bedroom units will range in size from 671 to 799.9 s.f. and the two-bedroom units will contain 1,118 s.f. Five units will be handicapped accessible.

Access to the property is from Shell Avenue and access to the single-family parcel in the southeast corner of the property will be via an easement off of Harbor View Drive.

The assessor's parcel number for the site is 376-010-011.

9. Surrounding land uses and setting: The north and south sides of the property are developed with multi-family housing. To the north is the LaSalle Manor complex consisting of a mixture of two-story buildings and two-story buildings above parking. To the south is the Contra Costa County Housing Authority Complex known as Alhambra Terrace. This development contains 50 single-story duplex buildings. East of the site is the Christ Lutheran Church and a large open space area which is part owned by the City to accommodate a water tank with the remainder in open space. On the west side and across Shell Avenue are two large lots with single family homes. These homes are located at the top of a steep slope that extends above Shell Avenue. The slope has been left in its natural condition with several oak trees.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.) No other agency approval is required.

3. ENVIRONMENTAL CHECKLIST

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

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


Corey Simon, Senior Planner

October 29, 2009

Date

3. ENVIRONMENTAL CHECKLIST

EVALUATION OF ENVIRONMENTAL IMPACTS:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?		✓		
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		✓		
c) Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

Setting

The project site slopes up from Shell Avenue and is generally divided into two areas – the smaller, lower level (1.6 acres) adjacent to Shell Avenue, and the larger “upper slope” area that consists of four acres. The lower level is the previously graded area that is under consideration for development. It extends approximately 120 feet back from the street and was rough graded in anticipation of the previously approved townhome development. The lower portion of the slope behind the graded pad was reconstructed at the time the graded pad was completed. The upper slope has a general grade of 30 percent and the face of the slope has not been disturbed. The slope rises approximately 169 feet to a ridge that extends across the church property the water tank site and the open space behind the County Housing Authority complex. The northern portion of the upper slope contains numerous oak trees that will not be disturbed by the proposed project. Photos 1 and 2 depict scenes of the project site and the upper slope.

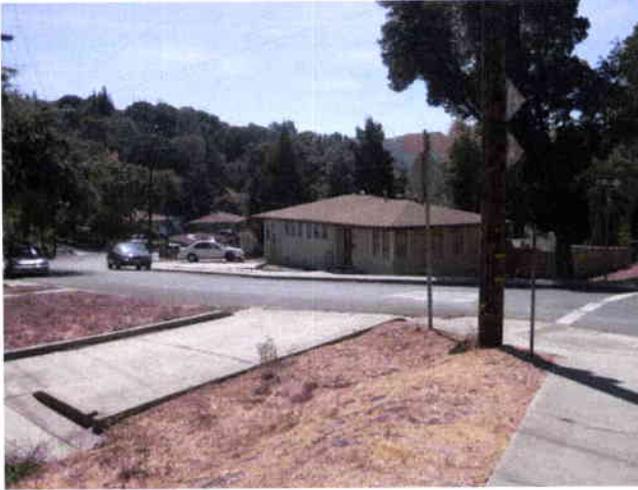


Photo 1: Viewing southeast across site with ridgeline in background.



Photo 2: Viewing directly into site from Shell Avenue.

3. ENVIRONMENTAL CHECKLIST



Photos 3 and 4: Views of the County Housing Authority complex.

Photos 3 and 4 show the County Housing Authority complex that is located along the southern boundary of the project site. This development consists of single-story duplex type buildings. Photos 5 and 6 show the LaSalle Manor complex that is located adjacent to the northern boundary of the project site. This development has a mixture of two-story buildings and two-story structures with tucked under parking. The structures step up the hill away from Shell Avenue. Photo 7 depicts the hillside across Shell Avenue from the project site.



Photo 5: Southern elevation of LaSalle Manor.



Photo 6: View of LaSalle Manor from Shell Avenue.

3. ENVIRONMENTAL CHECKLIST



Photo 7: View of slope across street from project site.

Discussion:

a) Have a substantial adverse effect on a scenic vista?

The City's General Plan identifies the ridge and the site's hillside slope as "visually significant". This designation was used when developing the Visual Environment Map as a part of the Visual Environmental Appendix for the 1972-1973 General Plan. The map was used when formulating the Hillside Development Regulation (Section 22.33.040.C) which states that "...proposed development shall preserve the appearance of scenic ridgelines and protect natural features on the site in their natural state such as trees, hill slopes, knolls, outcroppings and natural habitat areas..." The project site has remained undeveloped due to its steepness, slope instability and the City's hillside slope ordinance requirements.

Adjoining residents and motorists using Shell Avenue have had the benefit of viewing the open slope and grove of oak trees. If the proposed project were approved, it would be constructed on the front part of the property that has been rough graded. The upper slope and the trees would remain intact with the exception of the one-quarter acre parcel that will be delineated in the southeastern corner of the property. However, the height of the structures would block views of the slope and trees, particularly when traveling in a southbound direction. Only the top of the ridge would be visible. This is considered a potentially significant impact.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway?

The proposed project site is not located on a scenic highway or roadway and the site's scenic resources, (oak grove, steep slopes and ridgeline) would remain intact. The proposed project would not have an impact on a scenic resource within a scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Approaching the project site on Shell Avenue from Alhambra Avenue, the motorist passes two blocks of older, single-story homes and the County Housing Authority complex of single-story duplexes. Along the north/northwest side of Shell Avenue and beginning at the intersection of Sabral Circle and Shell Avenue, the motorist passes an undeveloped, tree-covered slope that extends beyond

3. ENVIRONMENTAL CHECKLIST

the project site. North of the project site along Shell Avenue and past La Salle Manor, the neighborhood is one of single-family residences, primarily single-story.

Figure 3-1 is a photo location key that indicates the two photo points that were used to create the photo simulations shown in Figures 3-2 and 3-3. As noted in the photo simulations, the proposed project is a departure from the surrounding medium-density housing types and introduces a potentially incompatible urban element into the neighborhood. While the buildings' high quality Mediterranean theme design does incorporate certain design features (such as well articulated front elevations and utilizing nestled hipped roofs at all elevations) that help to break up the visual mass and reduce the contrast of building mass between the project and its existing neighbors, such features by themselves may not be adequate. Regardless of the architectural quality of the project (when compared to its older neighboring structures), the proximity of two approximately 130 feet long, three-story high buildings would dominate the streetscape in an inappropriate way, creating a contrast when compared to the less urban surroundings.

Figure 3-2 illustrates the before and after photos taken south of Terrace Way viewing north to the project site. As shown in the upper photo, northbound motorists have a direct view of the slope and oak grove. Figure 3-3 illustrates the before and after photos taken north of the project site, looking in a southeasterly direction. The proposed plan does appropriately preserve the site's best natural features, such as the oak grove and steep natural slopes, as well as views toward the ridgeline off site to the southwest, that are currently visible to motorists, pedestrians and residents of the area. Any development of the lower portion of the site will partially block some views. But at the proposed height and width, the buildings will block much of the views of these natural resources. Only the top of the ridge would be visible to southbound motorists (Figure 3-3).

As shown in Figure 2-9, Landscape Plan, there are few areas suitable for large tree plantings that would otherwise be used to partially screen the buildings and reduce the urban appearance. Figures 3-4 A and B illustrate post construction views with landscaping. As shown in the photo simulations, while the landscaping helps to screen the structures, the mass of the buildings continues to dominate the streetscape. Furthermore, as shown in the Landscape Plan (Figure 2-9), the row of oak trees planted along the southerly edge of the property are in fact located within the storm drain easement. Plantings are not permitted within a storm drain easement, and therefore, the landscape plan will need to be revised to relocate the tree screen outside the easement.

- d) *Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.*

A new source of light would be created by the proposed apartment buildings. A lighting plan has not been submitted at this time, but would be evaluated during the Design Review process. It is likely that there will be exterior lights on the buildings as well as in the parking areas. These can be low-sodium lights that are either mounted on the sides of the building (sconce style) and low, ground-mounted type of fixtures. Interior lights, while visible, would not create a glare for adjoining residents. Also, the applicant's landscape plan shows landscaping between the north and south property lines that would help to diffuse interior lighting. This is considered a less-than-significant impact.



Source: Mills Associates

Figure 3.1 Photo Location Key

3. ENVIRONMENTAL CHECKLIST



Source: Adam Noble

Figure 3-2 Northbound views of project site before and after development

3. ENVIRONMENTAL CHECKLIST



Source: Adam Noble

Figure 3-3 Southbound views of project site before and after development

3. ENVIRONMENTAL CHECKLIST



Source: Adam Noble

Figure 3-4A Northbound View of Project With and Without Landscaping

(Note: Trees shown along southern elevation are proposed within a storm drain easement, which may limit size and variety of trees.)

3. ENVIRONMENTAL CHECKLIST



Source: Adam Noble

Figure 3-4B Southbound View of Project With and Without Landscaping

3. ENVIRONMENTAL CHECKLIST

IMPACT I-1: The proposed buildings bulk and height would create visual impacts that would have a substantial adverse effect on a scenic vista; substantially damage scenic resources and degrade the existing visual character of the site by introducing an incompatible urban element.

Mitigation Measure I-1: The mass of the southerly building shall be reduced so that both greater visual access is provided to the open space behind the buildings and that a larger area is available for tree plantings. The length of the southerly building should be reduced by approximately 20 percent, adding the former building area to the adjacent landscape areas between: a) this building and the shared entry drive between the two buildings and, b) this building and the southerly property line. The reduction in building mass may be accomplished by either a reduction of individual unit sizes, a reduction in number of units, and/or possible relocation of units to areas of the site where no additional visual impacts would occur, such as above the carports in the rear.

The applicant could consider a design similar to that used at the Country Village development located on Old Orchard Road as shown in the photos below. The two-bedroom carriage units are built above the garage in front of the three-story condominiums.



Photo 8 Carriage Units at Country Village

3. ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p> <p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p> <p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p> <p>c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</p>				<p>✓</p> <p>✓</p> <p>✓</p>

Setting:

The project site is located within the City of Martinez on Shell Avenue. It is identified in the Central Martinez Specific Plan for residential development. It is a 5.6-acre vacant parcel.

Discussion:

a-c) The project site is considered an infill parcel and is not used for agricultural purposes. It is surrounded by residential development, a municipal water reservoir, a church and open space.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p> <p>a) Conflict with or obstruct implementation of the applicable air quality plan?</p> <p>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>			<p>✓</p> <p>✓</p>	<p>✓</p>

3. ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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)?			✓	
d) Expose sensitive receptors to substantial pollutant concentrations?		✓		
e) Create objectionable odors affecting a substantial number of people?			✓	

Setting:

The proposed project 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. Pursuant to the California Clean Air Act, the California Air Resources Board designates areas of the state as attainment, non-attainment, or unclassified with respect to applicable standards for certain air pollutants. The Bay Area (including the City of Martinez) is currently a marginal non-attainment area for the Federal 8-hour ozone standard and a non-attainment area for State of California 1-hour and 8-hour ozone as well as the State 2.5 and 10 micron particulate matter standards (Tholen, 2009). Stationary sources and motor vehicle emissions both influence the current air quality in the vicinity of the project site.

Discussion:

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

Construction of the proposed project would not conflict with or obstruct implementation of an applicable air quality plan, so there would be no impact.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

The San Francisco Bay Area is a non-attainment area for Federal and State ozone and particulate matter standards. While the proposed project is being built, it would generate short-term air emissions from construction equipment and activities (refer to discussion of Item d) below). The completed project would generate long-term air emissions from activities similar to those in existing residential neighborhoods in Martinez (barbecues, leaf blowers, etc.). Since the project consists of 46 apartments (with the exception of the single-family parcel), the long-term emissions would be less than those projected for an equivalent number of single-family units where the use of fireplaces, lawn mowers, etc., would occur.

The BAAQMD Guidelines state that if a development generates less than 2,000 daily vehicle trips, the project would not have an impact on local regional air quality. The proposed project is expected to generate approximately 500 vehicle trips per day.

3. ENVIRONMENTAL CHECKLIST

Vehicle trips generate carbon monoxide emissions (CO) which contribute to the air pollution. A long-term increase in air pollutants from project-related traffic would occur, but the relatively small number of vehicle trips would not significantly increase pollutant level (Tholen). The proposed project is expected to generate a total of 54 peak vehicle trips during the morning and evening peak hour (refer to Traffic Section). Carbon monoxide modeling is required by the BAAQMD when a project generates more than 100 peak hour vehicle trips. Because the project would generate less than 100 peak hour vehicle trips, there would be no impact on air quality either locally or regionally. The proposed project would have a less-than-significant impact on ambient air quality conditions.

- 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)?*

Refer to discussion of Item b) above. The impact would be less-than-significant.

- d) *Expose sensitive receptors to substantial pollutant concentrations?*

The closest sensitive receptors are the residents living in the La Salle Manor apartments, adjacent to the north side of the project site, and the Housing Authority of Contra Costa County family housing located on the south side of the project site. As discussed in Item b) above, long-term air quality impacts from the proposed project would be less than significant.

During construction of the proposed project, diesel fuel emissions from trucks and equipment would be unavoidable, but temporary. Dust from construction activities could be mitigated through appropriate dust control practices.

IMPACT III-1: Construction of the proposed project could create potentially significant dust impacts that could affect nearby residents.

Mitigation Measure III-1: During grading and construction activities, the applicant shall implement the following measures to control dust:

- Water all unpaved active construction areas at least twice daily.
- Sweep all paved active construction areas at least daily.
- Sweep off-site streets leading to the project site daily if soil, sand, or other loose materials are deposited on these streets.
- Cover all trucks hauling soil, sand, and other loose materials, or require trucks to maintain at least two feet of freeboard.

With implementation of this mitigation measure, the impact of dust during construction on sensitive receptors would be less than significant.

- e) *Create objectionable odors affecting a substantial number of people?*

The proposed project would generate odors typical the residential land uses surrounding the project site (e.g., use of barbecues, etc.). These odors are generally not considered objectionable. Odor impacts would be less than significant.

3. ENVIRONMENTAL CHECKLIST

SOURCES OF INFORMATION

Bay Area Air Quality Management District. 1999. *California Environmental Quality Act Guidelines*, December.

Tholen, Greg. 2009. Bay Area Air Quality Management District. Telephone communication with Robert Mills, Mills Associates, September 22.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				✓
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

3. ENVIRONMENTAL CHECKLIST

Setting:

The project site is a part of a larger land mass that encompasses approximately 12 acres and is an island of open space surrounded by development. This open space island extends from Shell Avenue on the west to the back of the residential lots on Pine Street to the east; to the back yards of the houses on Vista Way to the south, and to the rear of the properties on Harbor View Drive to the north, as well as the apartment complex adjacent to the proposed project. This open space island is not connected to any of the much larger open space areas located to the west/southwest of Alhambra Avenue. With the exception of the oak grove located in the northern portion of the project site, it is essentially void of shrubs and trees. Wild seasonal grasses dominate the site.

Discussion:

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

Only 1.6 acres of the entire property will be developed and this areas has been previously rough graded for a previous townhome development that had been approved by the City. The remainder of the site will be left in open space (except for the .25-acre single-family parcel in the southern corner of the property. Thus, the slope will be left intact and habitat will not be eliminated. There are no known candidate, sensitive or special status species that may inhabit the site.

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

There are no known sensitive habitats or riparian habitat on the project site.

- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

There are no federally protected wetlands on the project site.

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

The proposed development will be located adjacent to Shell Avenue with the remainder of the property left in open space. Although this property is a part of a larger open space area, nonetheless it is an island surrounded by development. Wildlife corridors are presently cut off due to backyard fences and streets. Because there are no streams on the project site, resident or migratory fish would not be affected.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The proposed project would not conflict with tree protection ordinances, as the grove of oak trees in the northern portion of the property behind the development pad, will remain intact.

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- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

There is no local or regional habitat conservation or natural community conservation plans that are applicable to the project site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				✓
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d) Disturb any human remains, including those interred outside of formal cemeteries?				✓

Setting:

The project site is vacant and the front portion of the site has been disturbed. The remaining portion of the property will remain undeveloped.

Discussion:

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

The developable portion of the project site was previously rough graded and there was no evidence of a historical resource present on the site.

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

No cultural resources were uncovered during the previous rough grading of the project site. The remainder of the site will be left as open space except for the .25 acre single-family site in the southern corner of the property.

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

No paleontological resources were uncovered when the rough grading was performed for the previous project.

- d) *Disturb any human remains, including those interred outside of formal cemeteries?*

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No human remains were uncovered during the previous rough grading of the building pad. The City's standard condition of contacting the coroner should human remains be uncovered, must be included on the applicant's improvement plans.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) Landslides?			✓	
b) Result in substantial soil erosion or the loss of topsoil?			✓	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓

Setting:

The site of the proposed project is currently vacant land on the east side of Shell Avenue in Martinez, California. The site slopes up from an elevation of 91 feet above mean sea level at the southwest corner along Shell Avenue to an elevation of 260 feet along the northeastern boundary. The portion of the site where the housing would be built has been graded so that it is essentially flat on the

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northern side, but slopes down to the southern boundary of the site. The steepest portion of the site, with slopes of 30 percent, is located immediately east of the proposed housing.

A geotechnical investigation has been conducted at the project site. The report and letters regarding this investigation include the following:

- Engeo Incorporated, Geotechnical Exploration Update, Shell Heights, Martinez, California, June 3, 2003, revised February 17, 2006.
- Fugro West, Inc., Geotechnical Engineering Peer Review, Proposed Shell Heights Subdivision, Martinez, California, March 13, 2006.
- Engeo Incorporated, Response to Peer Review Comments, Shell Heights, Martinez, California, March 23, 2006.
- Fugro West, Inc., Geotechnical Engineering Peer Review, Proposed Shell Heights Subdivision, Martinez, California, April 26, 2006.

The February 17, 2006, Engeo report states that the flatter portion of the site adjacent to Shell Avenue contains mainly silty to sandy clay alluvium with minor amounts of sand and gravel while the hilly portion to the east contains sand and silt overlaying bedrock (Engeo, 2006a).

Discussion:

- a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- i) *Rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

Ground rupture is most likely to occur along active fault traces. The risk of ground rupture in areas where active faulting has not occurred is considered to be very low. The fault nearest to the proposed project site delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map is the Concord-Green Valley Fault, located approximately 3.5 miles east of the project site. The Hayward Fault is located approximately 10.5 miles west of the project site. An unnamed, inactive, northeast-trending fault is shown across the project site on two maps (Engeo, 2006a). Therefore, since the only fault on the site is inactive, the risk of fault-related ground rupture within the site is very low, and the impact of fault rupture would be less-than-significant.

- ii) *Strong seismic ground shaking?*

The project site is located in Seismic Zone 4. The Concord-Green Valley Fault has a Maximum Moment Earthquake magnitude of 6.9. An earthquake of this magnitude along this fault would create strong seismic ground shaking at the project site. Ground shaking would also occur from lesser-magnitude earthquakes along the Concord-Green Valley Fault or other faults in the Bay Area (e.g., the San Andreas or Hayward faults).

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The risk of structural damage from ground shaking is controlled through building codes and local ordinances. The Uniform Building Code includes seismic design parameters, and the California Building Code (CBC) requires use of seismic parameters for structural engineering analysis for buildings that are based on seismic zones and soil profile types (CBC 2007, Section 1613).

The residences in the proposed project would probably be constructed with wood frames that perform relatively well during seismic ground shaking when properly designed. By complying with building codes, the buildings should be able to (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse but with some structural and nonstructural damage. Therefore, well-designed and well-constructed structures will not collapse or cause loss of life in a major earthquake (Engeo, 2006a). Compliance with building codes would keep risks within generally accepted limits, and the impacts of strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Liquefaction occurs in loose sandy soils that below the water table. Groundwater was not observed in the test borings drilled at the project site in 1994. No loose sandy soils were encountered during the geotechnical investigation of the site. The low groundwater and presence of cohesive silts and clays on the flatter portion of the project site would make the risk of liquefaction low (Engeo, 2006a). The potential impacts resulting from seismic-related ground failure, including liquefaction, would be less than significant.

iv) Landslides?

Four shallow landslides were observed on the hilly portion of the project site during the geotechnical investigation (Engeo, 2006a). Seismic-related landslides can be prevented through proper stabilization of the landslide-prone areas during construction or creation of sufficient buffer zones between the surficial soils on the hillsides and the flat area where the buildings would be constructed. The parking area east of the apartment buildings would serve as a buffer zone. However, the applicant's geotechnical consultant recommends engineered fills with keys and benches for the surficial soils on the hillsides to reduce the potential for lateral movement and landslides. Subsurface drainage systems would be installed in all keyways. Landslide A, directly uphill of the proposed project, would be stabilized in this manner. (Engeo, 2006a). Landslides B, C and D, which exist in the southern portion of the project site east of the proposed project itself, would be monitored and repaired, if necessary, by the future owner of the property. With incorporation of the engineered fill at Landslide A, the potential impact from landslides would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Since the project site has already been graded to provide an almost flat area for construction of the proposed buildings and access and parking areas, the loss of topsoil would be minimal. A Storm Water Pollution Prevention Plan (SWPPP) and an Erosion Control Plan are required for projects requiring grading permits in Contra Costa County. The SWPPP identifies the Best Management Practices that are most appropriate for the site, and the Erosion Control Plan provides details of the erosion control

3. ENVIRONMENTAL CHECKLIST

measures to prevent soil erosion and off-site migration of sediment-laden runoff during construction. With these control measures in place, the impact from soil erosion would be less than significant.

- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Refer to discussions of Item a) above. Since most of the hillsides at the project site slope down toward the flatter portion of the site, there would be little likelihood of off-site instability. The existing masonry block retaining wall on the south side of the site has successfully protected the public housing south of the site of years. Constructing hillside engineered fills with keys and benches would prevent on-site landslides. Since the likelihood of liquefaction is low, the potential of lateral spreading or subsidence is also low. The impacts from these risks would be less than significant.

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

Due to silt clay content, the soils at the project site are moderately to highly expansive. The applicant's geotechnical engineering consultant recommends using rigid, reinforced mat or slab foundations that are designed to resist the deflections associated with soil expansion. Paved areas should be designed with thick layers of aggregate base and asphaltic concrete pavement in accordance with the Caltrans Highway Design Manual (Engeo, 2006a). If these recommendations are followed, the impacts of expansive soils would be less than significant.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The proposed project would be served by a sanitary sewer system that would convey wastewater to the Central Contra Costa Sanitary District wastewater treatment plant for treatment and disposal. There would be no septic tanks or alternative wastewater disposal systems at the proposed project, so there would be no impact.

SOURCES OF INFORMATION

Engeo Incorporated. 2006a. *Geotechnical Exploration Update, Shell Heights, Martinez, California*, June 3, 2003, revised February 17, 2006.

Fugro West, Inc. 2006a. *Geotechnical Engineering Peer Review, Proposed Shell Heights Subdivision, Martinez, California*, March 13.

Engeo Incorporated. 2006b. *Response to Peer Review Comments, Shell Heights, Martinez, California*, March 23.

Fugro West, Inc. 2006b. *Geotechnical Engineering Peer Review, Proposed Shell Heights Subdivision, Martinez, California*, April 26.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
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?				✓
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?				✓
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?				✓
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
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?			✓	

Setting:

The 5.6-acre project site is undeveloped and is covered with wild grasses and scattered trees. There are no known underground storage tanks on the site. There is an abandoned 8-inch fuel pipeline along the northern boundary of the site. As far as is known, crops requiring use of herbicides and/or pesticides have never been grown on the site. The site may have been used for cattle grazing in the past when it was part of a larger tract of land. The City of Martinez does not require a Phase I Environmental Assessment for hazardous materials for this project.

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The Shell Oil Refinery is an important industry located in Martinez. The refinery is shown on Figure 10-9a, Hazard Land Uses, in the Contra Costa County General Plan. The southwestern boundary of the oil refinery site is approximately 0.75 miles east to the proposed project site. In the past, Martinez citizens have had to “shelter in place” (i.e., stay indoors with doors and windows shut) during malfunctions at the refinery.

Discussion:

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Since the proposed project consists solely of apartments, no hazardous materials would be routinely used at the proposed project other than common household hazardous wastes (aerosol sprays, paint, oil, solvents, pesticides, etc.). The Central Contra Costa Solid Waste Authority has established a Household Hazardous Waste Collection Facility in Martinez where residents can dispose of their household hazardous wastes. Drop inlets for the storm drain system would be labeled with "Do Not Dump – Drains to Bay" signs to discourage people from dumping household hazardous wastes into the drop inlets. Assuming the public behaves responsibly, the proposed project would not create a significant hazard to the public or the environment, and the impacts would be less than significant.

During construction of the apartments, hazardous materials would be transported to the project site. Construction activities typically involve the use of potentially toxic substances such as paints, fuels, and solvents. People living near the project site could be exposed to these materials as trucks move through their neighborhoods during construction. Construction activities would be subject to federal, state, and local laws and requirements designed to minimize and avoid the potential health and safety risks associated with hazardous materials.

Furthermore, a Storm Water Pollution Prevention Plan (SWPPP) would be required that would describe methods to protect against the accidental release of construction-related chemicals into runoff from the site (refer to Section VIII: Hydrology and Water Quality). Given these controls, impacts related to the transport, use, or storage of hazardous materials would be less than significant.

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

Refer to the discussion of Item a) above. Proper transfer and storage should prevent accidents that would release any hazardous materials. If such materials were accidentally released, corrective actions would be conducted in accordance with requirements of the Contra Costa County Environmental Health Department. Implementation of these measures would reduce impacts to a less-than-significant level.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

The buildings of Alhambra High School, the nearest school to the project site, are approximately one-quarter mile away, although the front of the school along Alhambra Avenue is located approximately 1,000 feet, or 0.2 miles, west of the project site. Nevertheless, the proposed project would not emit hazardous emissions or handle hazardous materials or wastes. Therefore, there would be no impact.

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- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would 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. There would be 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 that is located approximately four miles east of the project site. The project site is outside all four safety zones of Buchanan Field (Contra Costa County, 2000). There would be no hazard to people residing in the project area. There would be no impact.

- 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.

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

The access road for the proposed project would be 22-feet wide from curb to curb, which satisfies the requirements of the fire district (Contra Costa County Fire Protection District, 2009) provided red curbs and NO PARKING–FIRE LANE signs are installed as required by the fire district. The roadway between the apartments and the parking spaces would be 24-feet wide. The plan for the proposed project would not impair implementation or interfere with any emergency response or evacuation plan, so there would be 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 residential area of Martinez. The wild grasses and trees that exist on the hilly eastern portion of the site would remain following construction of the proposed project. The City of Martinez Fire Department has a Type 3 engine at its Station 12 at Shell Avenue and Martinez Avenue (refer to Section XIII, Public Services). The response time from this fire station would be approximately 3.5 minutes. Type 3 engines are designed for fighting wild fires and can travel cross-country off paved roads. Firefighters can access the eastern portion of the project site at the top of the ridge via Harbor View Drive. Grass fires would be limited to the hillside. Therefore, the impacts from wildfires would be less than significant.

SOURCES OF INFORMATION

Humann Company, Inc. 2009. *Preliminary Site Plan, Subdivision 9132-Shell Avenue, Cascara Canyon (Sheet 2)*. March 16.

Contra Costa County Community Development Department. 1996. *Contra Costa County General Plan, 1995-2010*, July.

3. ENVIRONMENTAL CHECKLIST

Contra Costa County Fire Protection District. 2009. *Cascara Canyon Subdivision 9132, Shell Avenue, Martinez, APN 376-010-011, CCCFPD Project No.: 101846-PL*. March 26.

Contra Costa County. 2000. *Airport Land Use Compatibility Plan*.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY —				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?				✓
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c) 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?				✓
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?			✓	
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?			✓	
f) Otherwise substantially degrade water quality?			✓	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓

3. ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j) Inundation by seiche, tsunami, or mudflow?			✓	

Setting:

The site of the proposed project is currently vacant land covered with wild grasses and scattered trees. The site slopes up from an elevation of 91 feet above mean sea level at the southwest corner along Shell Avenue to an elevation of 260 feet along the eastern boundary. The portion of the site where the housing would be built has been graded so that it is essentially flat on the northern side, but slopes down to the southern boundary of the site. The steepest portion of the site, with slopes of 30 percent, is immediately east of the proposed housing.

Shell Avenue slopes down to the south along the front of the site. An existing drainage ditch and masonry block retaining wall separate the project site from the existing public housing project to the south. Existing site drainage consists of sheet flow across the vacant land southward to the drainage ditch and westward to Shell Avenue.

The average annual rainfall at the site is approximately 17.5 inches. As shown on the Federal Emergency Management Agency Flood Insurance Rate Map Panel Number 06013C0069F, the project site is not located within any 100-year flood plain or a Special Flood Hazard Area.

Discussion:

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

The wastewater (i.e., sewage) from the proposed project would be collected in sanitary sewers and conveyed to the Central Contra Costa Sanitary District for proper treatment and disposal (refer to Section XVI, Utilities and Service Systems of this checklist). Storm water runoff from the project would be collected in a storm drain system consisting of catch basins and pipelines that would convey the runoff to a bio-retention basin for treatment in conformance with a Storm Water Control Plan (SWCP). In addition, runoff from roofs of the apartment buildings would be treated in flow-through planters before discharge to the storm drain system. This plan would be prepared by the applicant's civil engineer in compliance with the C.3 requirements of the Contra Costa Clean Water Program as mandated by the San Francisco Bay Regional Water Control Board. Assuming the SWCP satisfies the C.3 requirements there would be no violations of water quality standards or waste discharge requirements, and there would be no impact.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

The proposed project would increase the impervious area of the site through the construction of roofs, parking areas, and the access road. However, all storm water would be collected and conveyed

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to flow-through planters and a bio-retention basin that would allow some percolation into the ground. In addition, some of the summertime irrigation of landscaping would percolate into the ground. The net result probably would not substantially interfere with groundwater recharge. The impacts would be less than significant.

- c) *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 not substantially alter the existing drainage pattern of the site or area. There are no streams or rivers in the vicinity of the site. The existing project site drains via sheet flow over the ground to the south and west. The proposed on-site storm drain system would collect and convey runoff to the proposed grassy swales, in-ground planters, or bio-retention basins, which would prevent substantial erosion or siltation on or off the project site.

During construction of the proposed project, erosion and siltation would be controlled in accordance with the applicant's Storm Water Pollution Prevention Plan, a plan required by the San Francisco Regional Water Quality Control Board. There should be no substantial erosion or siltation during or following construction. Therefore, there would be no impact.

- 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) above. In conformance with City of Martinez requirements, 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 ten percent chance of occurring each year). Due to the increase of impervious surfaces, the rate and volume of surface runoff would increase.

The on-site storm drain system for the proposed project ultimately would discharge to the existing 36-inch diameter storm drain on the east side of Shell Avenue. According to the City of Martinez Department of Public works, the storm drain system downstream of the project site has never overflowed and appears to have excess capacity. The storm drain discharges into Arroyo Del Hambre Creek near the intersection of Shell Avenue and Estudillo Street (Yowakim, 2009). Downstream flooding would not be increased, and the impact of the proposed project would be less than significant.

- 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 of Items a), c) and d) above. The impact of the proposed project would be less than significant. For further discussion on water quality impacts, refer to Item f) below.

- f) *Otherwise substantially degrade water quality?*

The SWCP for the proposed project is based on the latest edition of the Contra Costa Clean Water Program Stormwater C.3 Guidebook. The SWCP proposes construction of flow-through planters and a bio-retention basin, which are recognized Integrated Management Practices (IMPs) in the C.3 Guidebook, and the IMPs would be sized according to the C.3 Guidebook requirements to remove pollutant as the storm water runoff flows through them and percolates into the ground. When the

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ground under the bio-retention basin becomes saturated and cannot accept any more percolation, the runoff would flow through outlet pipes to the existing storm drain on the east side of Shell Avenue. Since the IMPs would be sized according to the C.3 Guidebook requirements, the proposed project would not substantially degrade water quality, thus the impact would be less than significant.

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

As shown on the Federal Emergency Management Agency Flood Insurance Rate Map Panel Number 06013C0069F, the project site is not located within any 100-year flood plain or Special Flood Hazard Area. The site is east of the 100-year flood plain of Arroyo Del Hambre Creek. There would be no impact.

- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

Refer to discussion of Item g) above. There would be no impact.

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

The project site is not located behind a levee or below a dam. There would be no impact.

- j) *Inundation by seiche, tsunami, or mudflow?*

The project site is not located near a large body of water. It is approximately 1.5 miles south of the Carquinez Strait and is over 90 feet above sea level. It is extremely unlikely tsunamis that would affect the proposed project would ever be generated by an earthquake.

A seiche is the occasional oscillation of water above and below the mean surface level of a lake or land-locked sea. The project site is not on the shores of a lake or sea.

Shallow landslides were observed on the hilly portion of the project site during the geotechnical investigation (Engeo, 2006a). Constructing compacted-engineered fills with keys, benches and sub-drains would stabilize on-site landslides. With proper construction of the engineered fills, there would be little chance of mudflows inundating the project. The impacts from a seiche, tsunami, or mudflow would be less than significant.

SOURCES OF INFORMATION

Humann Company, Inc. 2009. *Preliminary Site Plan, Subdivision 9132-Shell Avenue, Cascara Canyon (Sheet 2)*, March 16.

Humann Company, Inc. 2007. *Improvement Plan, SD 9132, Utility Plan, Cascara Canyon (Sheet 9)*, October 3.

Contra Costa County Flood Control and Water Conservation District. 1977. *Mean Seasonal Isohyets Compiled From Precipitation Records, 1879-1973*, December.

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Engeo Incorporated. 2006a, *Geotechnical Exploration Update, Shell Heights, Martinez, California*, June 3, 2003, revised February 17, 2006.

Nashashibi, Izzat, Humann Company, Inc. 2009. Personal communication with Robert Mills, Mills Associates, September 23.

Yowakim, Khalil, City of Martinez, Department of Public Works. 2009. Personal communication with Robert Mills, Mills Associates, September 23.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?				✓
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		✓		
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

Setting:

The project site is governed by five planning documents: the Martinez General Plan (1973), the Central Martinez Specific Area Plan (1973), the Martinez Housing Element (2005), the Martinez Zoning Ordinance (Title 22 of the Martinez Municipal Code) which specifically includes the Hillside Development Regulations (Title 22, Chapter 22.33 of the Martinez Zoning Code). If the apartments are constructed as condominiums or an application is made to convert the multi-family component of the project to condominiums, two additional documents would govern the project: the Martinez ordinance for new construction of condominiums (Title 21, Chapter 21.54 of the Municipal Code) and the Martinez Condominium Conversion Ordinance (Title 21, Chapter 21.56 of the Municipal Code). Section b. below, discusses each of these documents as it relates to the proposed project. According to CEQA policy conflicts do not, in and of themselves, constitute a significant environmental impact. Policy conflicts are considered to be environmental impacts only when they would result in direct *physical* impacts.

Discussion:

a) *Will the project physically divide an established community?*

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No, the project is an in-fill parcel, bordered by urban development and/or infrastructure on all four sides. To the north lies a two-story multi-family apartment complex, to the south a single-story duplex-style multi-family complex, to the west Shell Avenue and single-family homes, and to the east a church, open space and a water tank.

- b) *Will the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

As discussed below the project was found to potentially conflict with several General Plan and Specific Area plan policies as well as several sections of the Zoning Ordinance. Appropriate mitigations are recommended under the relevant sections. The numbers in parentheses refer to General or Specific Plan policies and zoning ordinance sections.

Martinez General Plan

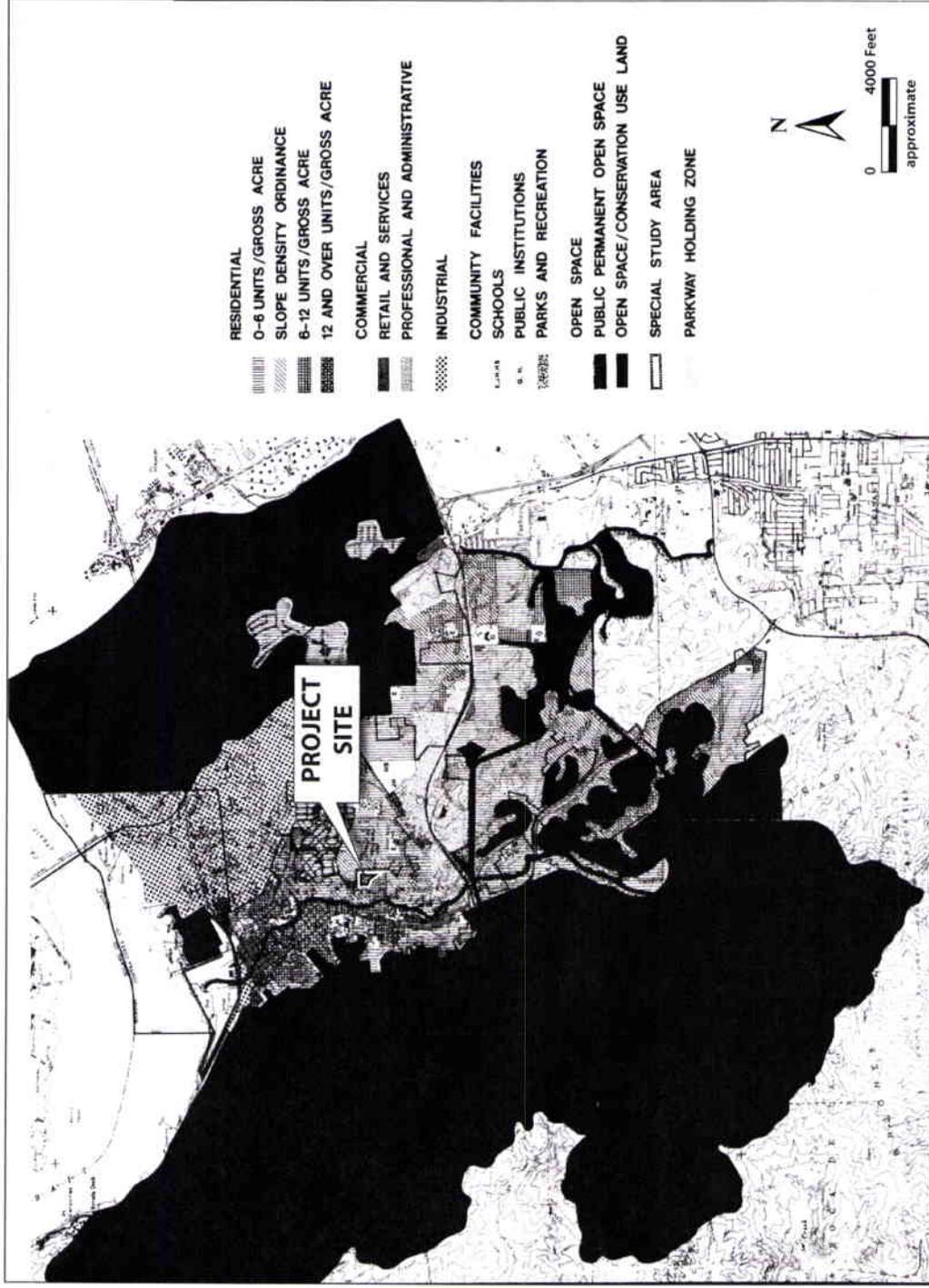
The General Plan currently designates the project site Residential, 6-12 units per gross acre (refer to Figure 3-5) and also locates it within the Central Martinez Specific Area Plan (discussed in Section 2 below). To the north the area is designated Residential, 12 or over units per gross acre; to the east is Residential, 0-6 units per gross acre; to the south is Residential, 6-12 units per gross acre and to the west it is governed by the slope density ordinance, 0-6 units per gross.

Policies related to medium-density areas (up to 12 units per gross acre) stress location in areas not constrained by natural conditions and providing a range of housing products for the community's residents (21.331 and 21.332). Policies related to high density development (defined as up to 29 units per gross acre) stress permitting in limited areas to accommodate housing needs for single occupants, families with preschool children, childless households and moderate-income households (21.341 and 21.342).

The project as a whole complies with the policy directive for a range of housing products (21.331 and 21.332) by providing housing for smaller-sized households (1 and 2 bedroom units). The project also complies with other relevant policies in the General Plan including avoiding large scale alteration of topography (22.41), not building on slopes 30% or greater (22.51), and avoiding areas with seismic or other geologic hazards (24.211 – 24.241). The project is located on the lower, more level portion of the site and this portion of the property is free of any geologic hazards. Grading for the previous townhome project did allow for reconstruction of the slope immediately behind the most northern proposed apartment building, (refer to Section VI for further discussion of geotechnical issues).

The proposed single-family lot is compatible with the General Plan intent for Residential 0-6 units per gross acre to the east. The multi-family portion of the project is consistent with the policy directive to respect the existing type of development in the surrounding area, but only partially complies with the directive to respect the pattern and scale of existing neighborhoods. The development pattern immediately north of the project is multi-family

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Source: City of Martinez

Figure 3-5 General Plan Land Use Map

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apartments (La Salle Manor) arranged in several two-story and two-story above 'tuck-under parking' rectilinear buildings with the short end of the longest building parallel to Shell Avenue. The density of this complex is 16-17 units per acre. The buildings are set back 30 or more feet from back of curb and the frontage is heavily landscaped with trees, shrubs and lawn.

The development pattern to the south is a 50-unit, single-story duplex-type development known as Alhambra Terrace with a density of 10 units per gross acre on the developed portion. Some units are clustered immediately adjacent to Shell Avenue (approximately 5 to 10 feet from back of curb) but present a low profile (i.e., one story).

While the configuration of the multi-family portion of the proposed project would be similar to that of La Salle Manor (long rectilinear buildings) the long sides (120 feet each) will face Shell Avenue in contrast to the building arrangement at La Salle Manor. The proposed project's two buildings are 3-story versus the predominately 1 and 2 story (with parking tucked under the building) development located on either end of the site. The project density is 40 percent greater than its neighbor to the north and almost three-times the density of its neighbor to the south. The compatibility of the project with the surrounding neighborhood is further evaluated under the Central Martinez Specific Area Plan discussion.

Central Martinez Specific Area Plan

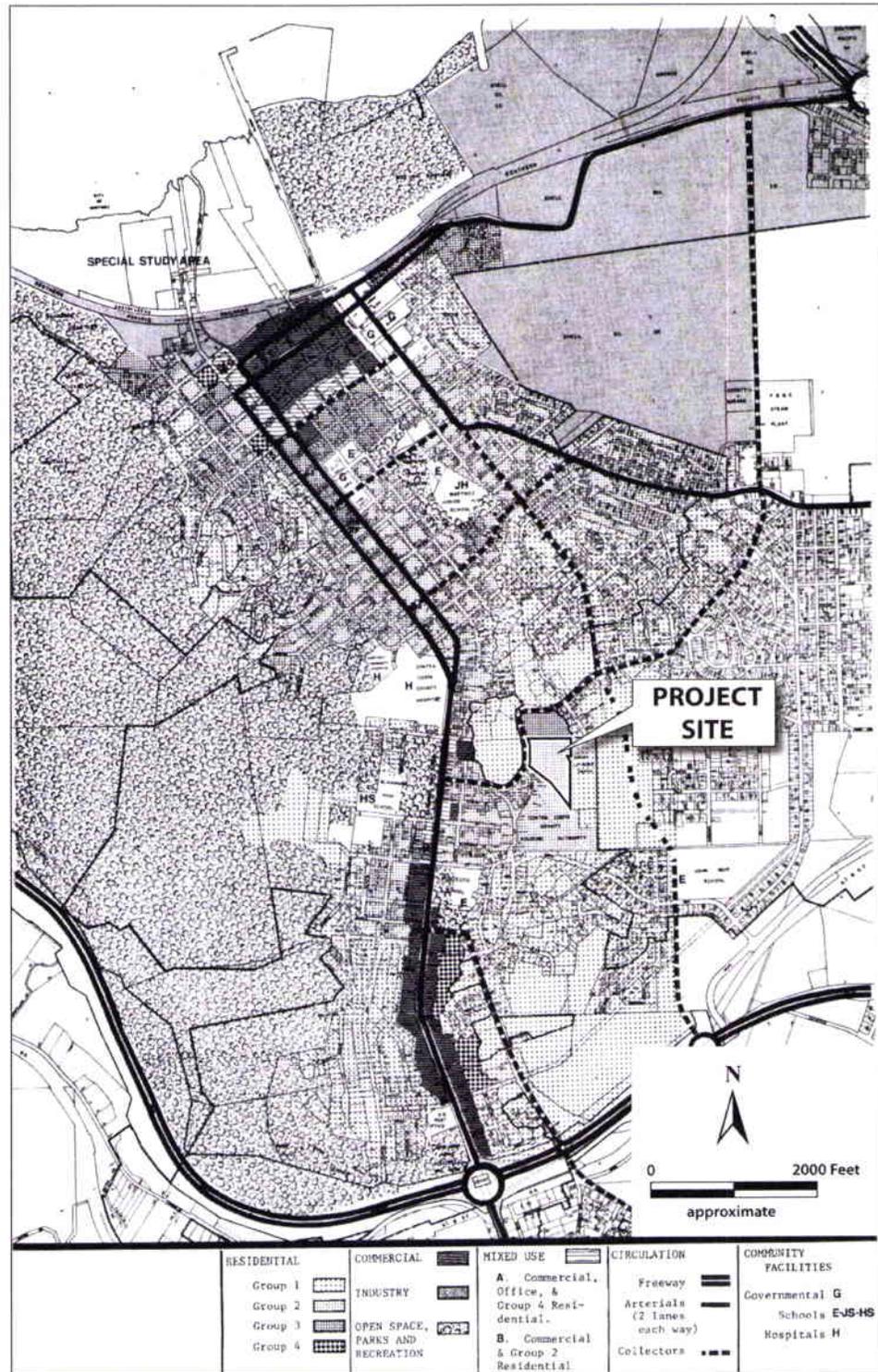
The Specific Area Plan designates the site as Group 2: Residential minimum 4,000 square feet of site area for single-family and minimum 3,500 square feet of site area for multi-family (equates to maximum of 12 units/acre). The complex to the north (La Salle Manor) is designated Group 3 and the complex to the south (Alhambra Terrace) is designated Group 2 (refer to Figure 3-6).

The intent of the Specific Plan is to maintain the 'old town' character of central Martinez while allowing for evolution of the city's core. Goals applicable to the project are: (1) preserve and enhance the small town qualities that characterize 'old' Martinez (30.21); (2) build new structures in accordance with the policies for central Martinez (30.22); (3) secure open space and conservation areas around urbanized areas (30.24); (4) ensure a choice of stable residential neighborhoods (30.25); and (5) build visually harmonious neighborhoods (30.26).

Policies related to housing development in the Central Martinez Specific Area Plan focus on: (1) preserving existing residential character and disallowing dissimilar building types (30.523); and (2) encouraging development of infill parcels at higher densities if it reinforces existing architectural styles, is a higher quality, and/or encourages parcel consolidation (30.524).

Implementation programs that apply to the project site stress: compatibility with existing neighborhoods (30.532, 30.5321, 30.5322, 30.5325), tailoring development to a site's capacity (30.5323), and keeping structures to two-stories except in densely developed areas (30.5324).

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Source: City of Martinez

Figure 3-6 Central Martinez Specific Area Plan Map

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The application proposes a specific plan amendment from Group 2: Residential minimum 4,000 square feet of site area for single-family and minimum 3,500 square feet of site area for multi-family (equates to maximum of 12 units/acre) to Group 4: 1,500 square feet of site area for multi-family (equates to maximum of 29 units per acre) and Group 1: minimum 6,000 square feet lot size. This proposed amendment would represent an intensification of development on an infill parcel that is bordered by lower-intensity designations to the north and south. Additionally, the proposed scale and configuration of the project appears to introduce a dissimilar building type into the neighborhood.

If the applicant demonstrated a design scale that was more in keeping with the existing neighborhood, additional density could be considered per Specific Area Plan policy 30.524, which allow higher densities in certain circumstances.

To reduce the project's potential inconsistency with specific area plan policies stipulating compatibility with existing neighborhoods, tailoring development to a site's capacity and keeping structures to two-stories except in densely developed areas the following mitigation is recommended.

IMPACT IX-1: The proposed project is potentially inconsistent with Central Martinez Specific Area Plan policies regarding compatibility with neighborhood character, overbuilding the site and limiting the structures to two stories.

Mitigation Measure IX-1: The applicant shall create a more sensitive design that is compatible with the neighborhood, such as reducing the southern building 20 percent; banking units over the rear carports as shown in Aesthetics, 3.I.

City of Martinez Housing Element

The following statements, contained in the City's most recent Housing Element (2005), provide a framework for evaluating the proposed project's consistency with citywide housing goals and policies.

- Encourage affordable housing within the City, particularly housing for low- and moderate-income households (p. 24).
- High-density development is allowed where compatible with existing development, environmental review, and land use regulations (Policy 1.2).
- The R-1.5 zone, at its maximum density, is suitable for very low-income, low-income, or moderate-income housing (p. 102).
- The City should encourage average densities of at least 75 percent of the maximum permitted by zoning to ensure compliance with State law requirements for adequate sites. The Policy would not apply to sites that have physical constraints impeding the achievement of at least 75 percent of maximum density. (Program 4).
- The project site is not identified as a Vacant Opportunity Site (p. 102).
- Based on 1990 and 2000 Census information, the population over age 65 is growing faster than the rest of the City, with seniors representing more than 10 percent of the total population (p. 40).
- As the current population ages, Martinez will experience an increase in the number of older adults with special housing needs over the next 20 years (p. 40).

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- Housing needs among older adults in Martinez are: 1) financial support for low-income seniors who do not own their homes; 2) additional assisted care living facilities for those who have self-care and mobility limitations; and 3) affordable independent living rental housing (p. 41).

Allowing the proposed rezoning of the project site from R-3.5 to R-1.5 would respond to Housing Element policies directed toward higher densities to accommodate housing affordable to very low-, low- and moderate-income households. However, the application does not include an affordability component so it is assumed all of the units will be market-rate rents. Given the design and configuration of the project, it would not be suitable for seniors or elderly with special needs so a justification for higher densities could not be made on that basis. As indicated in the General Plan and Specific Plan discussions, the project's scale, mass and character were found inconsistent with the adjacent neighborhood. Thus Policy 1.2 of the Housing Element could not be used to support the requested higher site density.

Zoning Ordinance (Title 22 of the Martinez Municipal Code)

There are six components of the zoning ordinance that the project, as proposed, does not comply with: density, front setback, height, open space, parking dimensions, and number of parking spaces. The latter two topics are addressed in Section XV: Transportation and Traffic.

Density

Currently the entire 5.6 acre project site is zoned R-3.5 (family residential, 3,500 square feet minimum site area per unit; 4,000 square feet minimum lot size). Refer to Figure 3-7. The Slope Density provisions of the Hillside Development Regulations (MMC22.33.020) also control allowable density. Through proportional formulas specific to each zoning district in the City, these regulations reduce the maximum possible density on those portions of a site with natural slopes over 10 percent grade. Areas with natural slopes of 30 percent are allowed no density, and are generally excluded from possible development. No reduction is required for areas of less than 10 percent slope and by City policy, for areas that have been previously mass graded. Thus, under the current R-3.5 zone, a maximum of up to 19 units could be built on the previously graded 1.6 acres, and one unit could be built on the approximate one-quarter area of area with 20-30 percent slope at the southerly most corner of the site.

The applicant proposes rezoning the previously graded 1.6 acres from R-3.5 to R-1.5 thus increasing the maximum allowed density for this portion of the property from 19 units to 46 units. The R-1.5 zoning would be consistent with the requested Central Martinez Specific Area Plan "Group 4" Designation. Regarding the balance of the site, the applicant's proposal is to separate the remaining (approximate) four acres from the 1.6 multi-family site, to allow for the development of no more than one custom home on this four-acre parcel. To assure that no more than the approximate one-quarter acre site at the southern corner is developed and the remainder is preserved as private open space in perpetuity, the following three measures have been proposed by the City and applicant:

- a. placing all areas outside the one-quarter acre homesite within a scenic easement, ceding most development rights to the City;

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- b. placing these areas within both general plan and zoning district Open Space designations, and
- c) rezoning the one-quarter acre homesite from R-3.5 to R-100 (Residential Single Family 100,000 square feet minimum lot size), to preclude any future subdivision of the four acre parcel.

Front Setbacks

While the multi-family portion of the application complies with the rear and side yard setbacks an exception is requested to allow a 6-foot front setback from property line versus the required 10-foot setback. In terms of distance from back of curb, the project as proposed would be about 19-feet from back of curb, La Salle Manor to the north is approximately 30-feet from back of curb and Alhambra Terrace is located about 5-10 feet from back of curb. Because the proposed project will be about 10 feet closer to the street and is considerably higher in profile than La Salle, it will likely dominate the streetscape and appear out of context with the surrounding neighborhood. (See Height discussion below).

Height

The R-1.5 district permits a maximum height of 30-feet or two stories over depressed parking, whichever is less. The applicant is requesting an exception to allow a combination of three stories and two stories over at-grade ground floor parking for a total maximum height of 44-feet.

The adjacent La Salle Manor is three levels (two stories of units above 'tuck-under,' carport-style parking) for a total height of approximately 30 feet. However the buildings are located in smaller clusters or with the short side perpendicular to the street, and are setback about 30-feet or more from back of curb. This configuration minimizes the scale and mass of the units as experienced from Shell Avenue. Despite being fairly close to back of curb (about 10 feet) the scale and mass of Alhambra Terrace (to the south) is minimized due to its one story duplex-style design.

The project's front elevation façade is articulated with a series of simulated divided light windows, small balconies, solid wood doors and hipped roofs. These features all help to somewhat soften the effect of the additional height of the complex. However because the buildings are located about 10 feet closer to back of curb than its neighbor to the north, and have their long sides parallel to the street, they will still appear noticeably higher and larger in mass than La Salle Manor.

IMPACT IX-2: The apartment buildings could be seen as an incompatible urban image within the streetscape due the greater height and close proximity to the street when compared to neighboring properties.

Mitigation Measure IX-2: Refer to Mitigation Measure I.1 regarding redesign of the structures.

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Useable Open Space:

The R-1.5 zoning district requires 400 square feet of useable open space per unit (Title 22, Section 22.12.250). The definition section of the Zoning Ordinance (Chapter 22.04, Section 22.04.560) defines 'useable open space' as outdoor area on ground, roof, balcony, deck or porch which is designed and accessible for outdoor living, recreations, utility space, pedestrian access or landscaping. Such areas do not include front or street side yards. Typically in urban development useable outdoor space would be provided by a deck, ground-floor patio or fenced back yard.

The proposed units have minimal private outdoor space provided by balconies of varying sizes but not exceeding about 72 square feet in size. The site plan also includes approximately 1,000 square feet behind the northern building that is designated for a tot lot. However, this area would be limiting in its use and does not provide a recreation area for adults. Approximately 3.75 acres of the site will remain in its natural state, which will primarily serve as visual open space. By City policy some passive areas have been found acceptable to meet useable open space requirements. But while the minimum standards have been met, the quality of the project's open space can be improved. Given the size of the balconies, the design of the complex could be modified to provide larger balconies/decks for each of the units. Alternatively, a more substantial design modification could be undertaken wherein the units were configured around a central common recreation area.

The site plan also includes approximately 1,000 square feet behind the northern building that is designated for a tot lot. However, this area would be limiting in its use and does not provide a recreation area for adults.

Condominium Ordinance – New Construction (Title 21, Chapter 21.54 of the Martinez Municipal Code)

In the event the apartments are constructed as condominiums, compliance would be required with the City's requirements for new construction of condominiums, as reflected in Title 21, Chapter 21.54 of the Martinez Municipal Code. The project must comply with the following requirements:

- Location of each common area
- Minimum 200 square feet of usable private area for each unit
- Minimum 200 cubic feet exterior weatherproof lockable storage space for each unit, with dimensions shown
- Separate metering for gas and electric
- Separate utility easements for each unit and individual shutoff valves and disconnects
- Two off-street parking spaces per unit and one off-street space per each four units for visitor parking

Condominium Ordinance - Conversion (Title 21, Chapter 21.56 of the Martinez Municipal Code)

In the event the apartments were to convert to condominiums, compliance would be required with the City's requirements for conversion of rental units to condominiums, as reflected in Title 21, Chapter 21.56 of the Martinez Municipal Code. The project must comply with the following requirements:

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- Compliance with General Plan policies
- Minimum 100 square feet of usable private area contiguous with each unit
- Minimum 150 cubic feet per unit of enclosed weatherproof and lockable storage space for each unit, with dimensions shown
- Separate metering for gas and electric
- 1.5 off-street parking spaces (one covered) per unit

Hillside Development Ordinance (Title 22, Chapter 22.33 of the Zoning Code)

In addition to the Slope Density provisions discussed above under “Zoning Ordinance – Density”, the Hillside Development Regulations contain qualitative development standards to implement the City general plan policy of maintaining and protecting the natural hillside areas from overbuilding and visually intrusive development. Section 22.33.040.C, Hillside Development Regulations, Development Standards states that:

“The proposed development shall preserve the appearance of scenic ridgelines and protect natural features on the site in their natural state such as trees, creeks, riparian corridors, stock ponds, hill slopes, knolls, ridgelines, outcroppings and natural habitat areas. Natural features of the site such as trees or land formations shall be used to reduce the development’s visibility.”

The placement of the multi-family development at the lowest elevations of the site, upon the 1.6-acre portion that has already been graded for development, appears to be generally consistent with this standard. The one custom homesite, which is to be located far below the physical ridgeline to the east, also appears to be compatible with this standard. However, it should be noted that the ability for those off site to see the ridge as preserved has been more fully discussed under 3.I, Aesthetics.

- c) *Will the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

No, there are no local or regional habitat conservation or natural community conservation plans that are applicable to the project site.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

Setting:

There are no known mineral resources on or under the proposed project site. According to the Contra Costa County General Plan, the nearest mineral resource of value is a clay deposit located approximately four miles northwest of the project site (Contra Costa County, 1996, Figure 8-4).

Discussion:

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

The proposed project would not result in loss of a valued mineral resource, so there would be no impact.

- b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

There is no locally-important mineral recovery site in the vicinity of the project site that would be lost. Therefore, the proposed project would have no impact.

SOURCE OF INFORMATION

Contra Costa County Community Development Department. 1996. *Contra Costa County General Plan, 1995-2010*, July.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. NOISE — Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
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 expose people residing or working in the project area to excessive noise levels?			✓	
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

Setting:

The proposed project site is currently vacant land. The La Salle Manor apartments are located adjacent to the north side of the project site, and the Housing Authority of Contra Costa County family housing is located on the south side of the project site. Existing noise levels are common to residential neighborhoods in Martinez. Noise is currently generated by vehicular traffic, primarily from Alhambra Avenue, the main thoroughfare in the area. Figure 11-5B of the Contra Costa County General Plan shows projected noise in 2005 levels of less than 60 decibels (dB) along Alhambra Avenue. (Note: The General Plan was published in July 1996.)

Discussion:

- a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Types and levels of noise generated from the apartments in the proposed project would be similar to noise levels generated by existing residential developments in the neighborhood. Sources would include vehicular traffic, barking dogs, landscape-maintenance equipment, electronic amplification systems, and parties. These activities are not expected to expose persons to, or generate noise levels in excess of, the noise standards of the City of Martinez Noise Control Ordinance (Martinez, 2004). These standards include an average day-night noise level (Ldn) of 60 dBA for exterior noise (50 dBA between 10 PM and 7 AM). The additional noise impacts from the proposed project would be less than significant when compared to the existing ambient noise levels. The project applicant would have to prepare an acoustical analysis required by Title 24, Part 2, of the California Code of Regulations describing how the proposed residences will have interior noise levels of 45 dB or less.

3. ENVIRONMENTAL CHECKLIST

- b) *Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?*

The proposed project would not generate any ground-borne vibration or noise. Refer to discussion of Item d), below, regarding noise impacts caused by ground-borne vibrations from mechanical equipment during construction of the project. The ground-borne vibration or noise generated by the proposed project would be less than significant.

- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

The increase in traffic generated by the proposed project, as well as normal residential activities other than vehicular traffic, would increase noise levels in the vicinity of the project site above existing ambient noise levels. However, the increase in traffic as a result of the proposed project would not increase noise levels to the point that exterior noise levels would exceed that allowed by the City of Martinez Noise Control ordinance. To notice an increase in noise levels typically requires a 3 decibel increase which in turn requires a doubling of traffic volumes. At the present time, the traffic volumes on Shell Avenue during the morning and evening peak hours is 170 trips and 344 trips, respectively. The proposed project would generate 24 morning trips and 30 evening peak hours trips, which represents a 14 and 9 percent increase to the morning and evening traffic volumes. The increase in noise levels as a result of the additional trips would be undetectable, thus the impact is considered less than significant.

- d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

A temporary increase in ambient noise levels would occur during construction of the proposed project. Trucks and grading equipment, air compressors, use of mechanical hammers and drills, etc., would generate noise that would be audible at nearby residences. Equipment typically used during construction generates noise levels above 60 dBA. Generally, construction noise is not considered to be a significant impact if:

1. Construction would not require major noise-producing equipment or processing such as pile drivers or blasting.
2. The duration of the construction period would be relatively short.
3. There are no sensitive receptors impacted by construction noise. The buildings of Alhambra High School are approximately one-quarter mile away. There are no libraries or convalescent homes in the vicinity of the project site. However, there is residential housing right next to the north boundary, as well as to the south, of the project site.

The standard practice regarding small-scale construction projects that meet the three conditions listed above is to implement conditions of approval designed to reduce construction noise. These conditions include:

1. Limiting construction and delivery of materials and equipment to the hours of 8:00 a.m. to 5:00 p.m. Monday-Friday, and prohibiting work on weekends and State and federal holidays.
2. Prohibiting pile driving.

3. ENVIRONMENTAL CHECKLIST

3. Requiring stationary noise-generating equipment to be located as far from particularly sensitive land uses as practicable.
4. Requiring construction equipment to use mufflers that are in good working order.
5. Prohibiting unnecessary idling of construction equipment.
6. Requiring posting, in a publicly visible location on-site, the contact information of the person responsible for noise control.

With these conditions in place, noise generated by the proposed construction would have a less-than-significant temporary impact on ambient noise levels.

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 expose people residing or working in the project area to excessive noise levels?

Buchanan Field is approximately four miles east of the project site. The site is not located within an airport land use plan, and. The noise impacts of aircraft over-flights would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project site is not located near any private airstrip. There would be no impact.

SOURCES OF INFORMATION

City Martinez. 2004, Municipal Code, Chapter 8.34, Noise Control.

Contra Costa County Community Development Department. 1996. Contra Costa County General Plan, 1995-2010, July.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

3. ENVIRONMENTAL CHECKLIST

Setting:

The project site is currently vacant. It is situated between two existing housing developments and a part of a larger residential neighborhood. It is considered an in-fill development.

Discussion:

- a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*
- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

The project site is vacant, therefore the proposed project would not displace existing housing. This is a no impact.

- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

Refer to Item b) above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES —				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			✓	
Police protection?			✓	
Schools?			✓	
Parks?			✓	
Other public facilities?			✓	

Setting:

The proposed project, consisting of two new 3-story buildings with 23 apartment units in each building, and the single-family parcel would be served by the following public service agencies:

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Fire protection: Contra Costa County Fire Protection District
Police protection: City of Martinez Police Department
Schools: Martinez Unified School District
Regional parks: East Bay Regional Park District
Local parks: City of Martinez
Libraries: Contra Costa County Library Department

Discussion:

Fire Protection

The Contra Costa County Fire Protection District (CCCFPD) would provide fire protection from its Station 12 at 1240 Shell Avenue near Martinez Avenue. Station 14 at 521 Jones Street would be the second responding station. Station 12 is equipped with one Type 3 engine and one ladder truck with a 75-foot ladder extension capability. Station 14 is equipped with one Type 1 engine, one Type 3 engine, and a water tender. Each station is staffed with a crew of three firefighters, one of whom is a paramedic. The other two are emergency medical technicians (Leach, 2009).

The travel distance from Station 12 to the proposed project site is 0.7 miles, and the response time is estimated to be approximately 3.5 minutes. The travel distance from Station 14 is 1.1 miles, and the response time is estimated to be approximately 4.2 minutes (Leach, 2009). The acceptable response time standard is five minutes for 90 percent of the responses. The planned access road into the project site is acceptable to CCCFPD if curbs are painted red and NO PARKING-FIRE LANE signs are installed (CCCFPD, 2009). The CCCFPD could serve the proposed project without increasing staffing, equipment or facilities (Leach, 2009). The impact of the proposed project on existing fire protection services would be less than significant.

Police Protection

The City of Martinez Police Department would provide police protection. The department has divided Martinez into sectors, one north and one south of Highway 4. Two officers, each in a car, patrol the north sector (where the project site is located) 24 hours a day. Two officers on motorcycles also patrol all of Martinez. A Watch Commander (a sergeant), in a car, is also on duty day and night to cover all of Martinez. Four detectives are on duty during day for police investigations. Response time depends on where the officers are when a dispatch order is received, and how far they have to travel to respond. In case of emergencies, the City of Pleasant Hill and Contra Costa County can provide mutual aid. The Martinez Police Department could serve the proposed project without increasing staffing, equipment or facilities (Peterson, 2009). Therefore, the impact on existing police services would be less than significant.

Schools

The Martinez Unified School District (MUSD) would provide school services for the proposed project. It is anticipated that the proposed project would generate a maximum of 23 total students in grades Kindergarten through 12 (K-12) based on a rule of thumb that there is, on average, .5 student per single family residence (Robbins, 2009). Since the proposed project consists entirely of apartments, the total number may be less than 23 students.

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Elementary school students would attend John Muir Elementary School on Vista Way east of Pine Street. This school has capacity for approximately 500 students and the fall 2009 enrollment is 390 students. Currently, there is sufficient capacity to serve the elementary students from the proposed project. If John Muir Elementary School becomes overcrowded, students would be sent to one of the other MUSD elementary schools (Casey, 2009).

Middle school students would attend Martinez Junior High School at 1600 Court Street which has capacity for 1,200 students and a fall 2009 enrollment of 917 students. Martinez Junior High School has available capacity for the junior high school students from the proposed project (Casey, 2009).

High school students would attend Alhambra High School at E Street and Alhambra Avenue which has a capacity for 1,500 students and a fall 2009 enrollment of 1,290 students. Alhambra High School has available capacity for the high school students from the proposed project (Casey, 2009).

The MUSD does not have plans to expand existing or build new schools. However, the MUSD has accepted inter-district transfer students from neighboring school districts. If overcrowding of Martinez Junior High School or Alhambra High School occurs, the MUSD would send these students back to their home district (Robbins, 2009).

The applicant for the proposed project would be required to pay the state-mandated school impact fees. State law dictates that payment of these fees constitutes full mitigation of school capacity impacts. Therefore, with payment of the impact fees for mitigation, the proposed project's impact on schools would be less than significant.

Parks

Refer to Section XIV, Recreation, for a discussion on impacts of the proposed project on parks.

Libraries

The closest library to the proposed project site is Contra Costa County's Martinez branch library located 740 Court Street across the street from the County Court House. Parking is a problem at this branch, primarily because of all the County buildings in the vicinity. The branch currently has sufficient seating to serve the people who use the library. The library will be renovated soon to make the basement accessible to disabled persons, thereby increasing the library's usable area (Murray, 2009). The impact of the additional use by the anticipated 81 residents of the proposed project would be less than significant.

SOURCES OF INFORMATION

Humann Company, Inc. 2009. *Preliminary Site Plan, Subdivision 9132-Shell Avenue, Cascara Canyon (Sheet 2)*. March 16.

Contra Costa County Fire Protection District. 2009. *Cascara Canyon Subdivision 9132, Shell Avenue, Martinez, APN 376-010-011, CCCFPD Project No.: 101846-PL*. March 26.

Leach, Ted, Fire Inspector, Contra Costa Fire Protection District. 2009. Personal communication with Robert Mills, Mills Associates, September 17.

3. ENVIRONMENTAL CHECKLIST

Peterson, Gary, Commander, Martinez Police Department. 2009. Personal communication with Robert Mills, Mills Associates, September 21.

Robbins, Liz, Martinez Unified School District. 2009. Personal communication with Robert Mills, Mills Associates, September 14.

Casey, Sue, Martinez Unified School District. 2009. Personal communication with Robert Mills, Mills Associates, September 14.

Murray, Anne, Librarian, Martinez County Library. 2009. Personal communication with Robert Mills, Mills Associates, September 21.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. RECREATION —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
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?				✓

Setting:

The City of Martinez offers many local recreational facilities in the vicinity of the proposed project site. These facilities include the following:

- Schaefer Memorial Open Space
- Blue Ridge Open Space
- John Muir School Park
- Holly View Open Space
- Mountain View Park
- John Muir National Historic Site

The nearest regional recreation facilities are the Carquinez Strait Regional Shoreline, the Mount Wanda Addition to the John Muir National Historic Site, and Briones Regional Park.

Discussion:

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

The residential portion of the proposed project would house approximately 81 residents based upon traffic trips. Residents of the proposed project would minimally increase the use of local and regional parks and recreational facilities cited in the Setting section above. This limited increase in

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use would not cause substantial physical deterioration of recreational facilities to occur or be accelerated. 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 includes a tot lot at the northeast corner of the development. In general, providing recreational facilities would be considered a beneficial impact. Construction of a tot lot would not have an adverse physical effect on the environment. There would be no impact.

SOURCES OF INFORMATION

Humann Company, Inc. 2009. *Preliminary Site Plan, Subdivision 9132-Shell Avenue, Cascara Canyon (Sheet 2)*. March 16.

American Automobile Association. 2008. *Map, Concord – Martinez*, May.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC — Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				✓
b) Exceed, either individually or cumulatively, a level of service standard 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) Result in inadequate parking capacity?		✓		
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓

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Setting:

Existing Traffic Conditions

Shell Avenue Characteristics

Shell Avenue is a two-lane road which connects with Alhambra Avenue (via “D” Street) and extends through central Martinez to Pacheco Boulevard and beyond to Marina Vista. The City’s General Plan designates Shell Avenue as a “minor arterial” street (Tucker, 2009).

Along the project frontage (and to the north adjacent to the existing La Salle Manor development), Shell Avenue has been widened and improved to include curb gutter and sidewalk. Adjacent to the project site, Shell Avenue is about 32 feet wide with two 12-foot travel lanes and a 10-foot parking lane adjacent to the site. On the west side of Shell Avenue, the width is limited (a small unpaved shoulder area), due to the very steep embankment.

Existing Peak Hour Operations

The existing traffic conditions were based on new machine counts and manual counts conducted as a part of this study (Counts, 2009). These counts indicate current volumes of 3,586 daily vehicles, 170 AM peak commute hour vehicles, 245 vehicles during the afternoon school dismissal hour and 344 PM peak commute hour vehicles on Shell Avenue at the project site.

These volumes suggest Shell Avenue operations are an acceptable Level of Service (LOS) “A” during both the AM and PM peak commute hours.

Discussion:

- a) *Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*

Trip Generation/Distribution

The trip generation of the proposed project was calculated based on standard trip rates compiled by the Institute of Transportation Engineers (ITE, 2008). Based on these data, the project would generate the following AM and PM peak commute hour trips:

• 46 multi-family units @ 0.51/unit	=	23 AM peak trips; 5 in/18 out
• 1 single family unit @ 0.75/unit	=	<u>1 AM peak trip; 0 in/1 out</u>
		24 AM trips; 5 in/19 out
• 46 multi-family units @ 0.62/unit	=	29 PM peak trips; 19 in/10 out
• 1 single family unit @ 1.01/unit	=	<u>1 PM peak trip; 1 in/0 out</u>
		30 PM trips; 20 in/10 out

The ITE trip research data does not include statistics for residential trip generation during the afternoon school dismissal hour. However, based on count data along Shell Avenue and other counts

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in residential development areas, the afternoon peak hour is estimated at about 80% of the PM peak commute hour or 24 trips.

The distribution of the project trips was based on existing traffic patterns at the development driveways immediately north of the project site. Based on these counts, the project trips would be distributed as follows:

- 25% on Shell Avenue north to/from Pacheco Boulevard
- 75% on Shell Avenue south to/from Alhambra Avenue

The highest number of project trips would be to/from the south on Shell Avenue, representing 18 AM, 18 mid-afternoon and 24 PM peak hour trips. The project's peak hour trips would add 10.6% to the existing AM peak hour volumes, 9.8% to the existing mid-afternoon peak hour volumes and 6.7% to the existing PM peak hour volumes on Shell Avenue. Although changes of this magnitude would be measurable (daily fluctuations are typically less than 5%), the total volumes on Shell Avenue would remain low. The roadway's operation would remain in the LOS "A" range. This is considered a less-than-significant impact.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

The proposed residential development would not significantly affect overall traffic flows on Shell Avenue. The peak hour trip generation would be well below the Contra Costa Transportation Authority (CCTA) 100-trip threshold at which a more detailed traffic study would be warranted (CCTA, 2006). This is considered a less-than-significant 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?

This proposed project is located approximately four miles from Buchanan Airport in Concord, approximately four miles northeast of the project site. There would be no impact to air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The primary traffic design issue would be the need for a left-turn lane at the site access. Standards for left-turn lanes relate to the left-turn volume impeding through traffic flows and conflicting with the volume of opposing through traffic. Caltrans guidelines for potential left turn lane installation are based on peak hour traffic volumes on the street and peak hour volumes of the left turns into the access road or driveway (Caltrans, 1985). Caltrans guidelines for left-turn lane installation indicate that the volume on Shell Avenue and the left turn volume into the proposed project (5 inbound left turns during the PM peak hour) would be well below the levels at which a left-turn lane would be warranted (refer to Appendix B for the left turn lane graph). The projected volumes in/out of the site driveway (15 inbound right turns during the PM peak hour) are also well below minimum thresholds (refer to Appendix B for the warrant graph) at which a right-turn lane would be required (TRB, 1985).

A second key issue for access design is the vehicle visibility and operation relative to vehicles traveling on Shell Avenue and vehicles turning in/out of the project access. The required vehicle visibility or "corner sight distance" is a function of the travel speeds on Shell Avenue. Caltrans design standards

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indicate that for appropriate corner sight distance, "a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the cross road and the driver of an approaching vehicle in the right lane of the main highway" (Caltrans, 2004). Based on radar surveys (refer to Appendix B for the radar survey data) conducted as a part of this study, the "critical" vehicle speeds (85% of all surveyed vehicles travel at or below the critical speed) along Shell Avenue at the proposed project were observed to be about 33-35 miles per hour (mph) (Nickelson, 2009). Based on Caltrans design standards, these vehicle speeds require a sight distance of about 250 feet, measured along the travel lanes on Shell Avenue. Field observations indicate sight distance to the north is well in excess of the 250 feet needed for the measured vehicle speeds. To the south, the sight distance is limited to about 240-250 feet due to the embankment along the inside of the curve and foliage.

IMPACT XV-1: Sight distance is limited to the south due to the embankment along the inside of the curve and foliage. This is a potentially significant impact.

Mitigation Measure XV-1: The final roadway design shall be approved by the City's Traffic Engineer prior to filing the Final Map. This may include a grade change as well as trimming the foliage along the roadway in both directions.

e) Result in inadequate emergency access?

The site plan reflects an adequate emergency access. This is not an impact.

f) Result in inadequate parking capacity?

Internal Circulation: The project design's two-way parking aisles are 24 feet in width, somewhat below the City's 25-foot width standard for perpendicular parking. It is noted that the 24-foot aisle width would be consistent with standards published by the Urban Land Institute (ULI, 2000).

Project Parking: In the project area, parking conditions reflect vehicles parked on-site within adjacent developments and some "spillover" parking along Shell Avenue. Based on evening parking surveys, the following parking demand was identified for the La Salle Manor development immediately north of the project site (Nickelson, 2009):

- 65 vehicles parked within the development;
- 12 vehicles parked on Shell Avenue adjacent to the existing La Salle Manor development; and
- 3 vehicles parked on Shell Avenue adjacent to the project site.

It is noted that the La Salle Manor development has 99 on-site parking spaces. Thus, a portion of that development's residents/visitors choose to park on the street rather than within the available on-site parking.

The proposed project would provide 39 individual spaces and 13 tandem garages that are intended to accommodate two cars each for a total of 26 vehicles. If it is assumed that these spaces are fully usable (see following discussion of parking space dimensions), the 65 spaces would provide a parking ratio of 1.41 spaces/dwelling unit or 1.12 spaces/bedroom.

The proposed parking supply would be below the City Code standard, but the supply ratios would be comparable with the average of actual parking surveys conducted at four existing apartment/condominium developments in the City of Concord (Omni-Means; 2006, 2009). These

3. ENVIRONMENTAL CHECKLIST

developments were found to have average demand ratios of 1.37 spaces/dwelling unit or 0.74 spaces per bedroom. Based on parking research data, it is estimated that about 15% of the demand is attributed to guests or about 0.21 spaces per unit (1.37 x 15%) (Eno Foundation, 1990; Walker Parking Consultants, 1995). It is recognized that although the average demand rate was found to be 1.37 spaces/dwelling unit, the range of rates was 1.17 to 1.64. Clearly, if the Cascara Canyon development experienced demand at this upper range, there would be insufficient on-site parking. As noted above, there are already La Salle Manor vehicles parking along Shell Avenue, including 3 vehicles along the Cascara Canyon project frontage. It is estimated that the Cascara Canyon frontage could accommodate a total of 8-9 parked vehicles. Thus, if Cascara Canyon experienced a parking demand overflow, there would be a very limited number of curb spaces available.

The proposed project parking supply would be subject to the functional usability of the spaces (based on their dimensions). The majority of the parking (39 spaces) is directed to the perpendicular spaces along the project's east and north perimeter. These spaces are 9 feet in width and 17 feet in length. The stall lengths are supplemented by a two-foot landscaped area, essentially resulting in a 19-foot usable stall length. Although this length would not be consistent with the City of Martinez Code requirement for a 20-foot length, the project stalls would meet the 18-foot stall length recommended by the Urban Land Institute (ULI).

The project also proposes 26 spaces in 13 tandem parking garages. Each of the 12 two bedroom units would have a 2-space tandem garage. There is no readily available research regarding the design and use of tandem spaces for residential developments. Although tandem spaces do not provide optimum parking convenience, such a design could be acceptable for individual residential units. However, the project design only provides 34-foot total lengths for these tandem garages. Parking design standards indicate 18-foot stall depths or a minimum of 36 feet for the tandem garages. This length would provide adequate length for two design vehicles (17-foot average length) plus room for pedestrian clearance between vehicles.

It should be noted that the City's multi-family parking requirement of 2.25 spaces for all units, regardless of the number of bedrooms per unit is unusually high. The City of Concord requires 1.5 spaces per one-bedroom units (two spaces for each two-bedroom unit). Additional on-site guest parking is not required for sites where on-street parking is allowed.

IMPACT XV-2: The project's parking supply does not meet the City parking standards, nor does the tandem parking space length meet the ULI length standards.

Mitigation Measure XV-2a: The applicant shall request an exception to the parking standards variance, as well as adjust the number of units and/or available parking so that the number of spaces provided is closer to the upper end of the actual observed parking demand measured by Omni-Means, City of Concord surveys (1.50–1.64 spaces per unit).

Mitigation Measure XV-2b: The tandem parking shall be redesigned so that each tandem parking space has a minimum depth of 18 feet or a minimum total depth of 36 feet.

- g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

3. ENVIRONMENTAL CHECKLIST

The proposed project does not conflict with adopted policies regarding alternative transportation plans.

SOURCES OF INFORMATION

Tim Tucker, City Engineer, August 10, 2009.

Manual counts conducted by George W. Nickelson, P.E., August 12, 2009, and 24-hour machine counts conducted on Shell Avenue, August 19, 2009.

ITE, *Trip Generation – 8th Edition*, 2008.

CCTA, *Technical Procedures Update – Final*, July 19, 2006.

Caltrans, *Guidelines for Reconstruction of Intersections*, August 1985.

Transportation Research Board, *Report 279 – Intersection Channelization Design Guide*, 1985.

Caltrans, *Highway Design Manual – Fifth Edition*, July 1, 2004.

Radar speed surveys conducted by George W. Nickelson, P.E., August 12, 2009.

ULI, *The Dimensions of Parking – Fourth Edition*, 2000.

Parking surveys conducted by George W. Nickelson, P.E., August 12, 2009.

Omni-Means Engineers, *Focused Parking for the Proposed Palm Terrace Condominium Project*, June 5, 2006.

Omni-Means Engineers, *Focused Parking for the Proposed Summit-at-Limeridge Apartments Conversion Project*, June 29, 2009.

The Eno Foundation (Robert A. Weant and Herbert S. Levinson), *Parking*, 1990.

Walker Parking Consultants, *California Parking Standards for Selected Cities and Counties*, June 1995.

3. ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS ---				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				✓
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				✓

Setting:

The proposed project site is currently vacant with no utilities except some storm drains in Shell Avenue and the entrance road to the project that were installed for another project that has been abandoned (Nashashibi, 2009). There is an existing water main and sanitary sewer along Shell Avenue. There is a drainage ditch (or swale) along the southern boundary of the project site and an existing storm drain along the east side of Shell Avenue (Humann Company, 2007). The gravity flow pipelines drain to the south along Shell Avenue. The utilities that would serve the proposed project include the following:

- Water: City of Martinez and Contra Costa Water District
- Wastewater (i.e., sewerage): Central Contra Costa Sanitary District
- Storm drainage: City of Martinez
- Solid waste (i.e., garbage) collection and disposal: Allied Waste Services

3. ENVIRONMENTAL CHECKLIST

Discussion:

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

The Central Contra Costa Sanitary District (CCCSD) would treat the wastewater generated by the proposed project at its treatment plant in Martinez before disposal into Suisun Bay. The CCCSD plant operates its treatment plant under a National Pollutant Discharge Elimination System (NPDES) permit issued by the San Francisco Bay Regional Water Quality Control Board that establishes discharge requirements that reduce pollutants in the plant's effluent to acceptable levels. The RWQCB has the authority to levy penalties, impose cease and desist orders, and issue moratoriums for new sewer service connections if waste discharge requirements are violated. CCCSD must satisfy these requirements, and the common domestic wastewater from the proposed project would not cause CCCSD to violate its wastewater treatment requirements. Thus, there would be no impact from the proposed project.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The existing City of Martinez water treatment plan has a rated maximum day capacity of 14.7 million gallons per day (mgd) with all filters in operation. The highest recorded maximum day demand at the plant during non-drought seasons was 10.2 mgd (Pelligrini, 2009). The maximum daily demand of the proposed project is estimated to be 14,526 gallons per day (gpd) or 0.02 mgd (1.7 persons/unit x 46 units and 2.5 persons x 1 unit = 81 persons). Therefore, water treatment plant has excess capacity to serve the proposed project, so no new construction or expansion of water treatment facilities would be required, and there would be no impact.

The CCCSD wastewater treatment plant (WWTP) has an average dry weather flow (ADWF) capacity of 53.8 million gallons per day (mgd) (Leavitt, 2007). The current ADWF at the plant is 45 mgd (CCCSD, 2009). The ADWF from the proposed project is estimated to be 7,263 gpd or 0.01 mgd. Therefore, water treatment plant has excess capacity to serve the proposed project, so no new construction or expansion of water treatment facilities would be required, and there would be no impact.

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

New storm water drainage facilities, consisting of drop inlets and storm drains (i.e., storm water pipelines under the roadways), have been installed to serve the proposed project. The storm drains would discharge to Integrated Management Practices (IMPs) (e.g., flow-through planters and bio-retention basins). These IMPs would treat the storm water to reduce pollutants in conformance the Contra Costa County Clean Water Program C.3 requirements. Treated water from these IMPs would discharge through a pipeline to an existing catch basin and then through an existing 36-inch storm drain along the east side of Shell Avenue. This storm drain eventually discharges to Hambre Creek near the intersection of Shell Avenue and Estudillo Street.

Construction of this storm drain system would have similar impacts as construction of the dwelling units and road system that are addressed in other sections of this CEQA checklist. Assuming

3. ENVIRONMENTAL CHECKLIST

adequate mitigation measures are applied, construction of storm drain system would be less than significant.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The City of Martinez purchases raw water from the Central Costa Water District (CCWD). CCWD's Urban Water Management Plan (UWMP) states that CCWD will have 236,500 acre-feet in total firm supply from a variety of sources in 2010 when the normal, non-drought demand is projected to be 194,700 acre feet. Over 80 percent of this supply will come from the Bureau of Reclamation's Central Valley Project. The UWMP states that CCWD would have more total available supply, including conservation and purchases from other agencies, than cumulative demand through the year 2030 in normal years, single-year droughts, and the first year of multiple-year droughts (CCWD, 2005). Therefore, CCWD has available capacity to serve the proposed project. There would be no impact.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The CCCSD wastewater treatment plant in Martinez has an average dry weather flow (ADWF) capacity of 53.8 million gallons per day (mgd). The current ADWF in 2006 is 45 mgd. The CCCSD WWTP has sufficient capacity to serve both the proposed project and other planned developments in the CCCSD service area for the next several decades (Leavitt, 2007). The proposed project would have a less-than-significant impact on wastewater treatment capacity.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Garbage from the proposed project would be collected by Allied Waste Services. Garbage would be taken to the Contra Costa Transfer and Recovery Station in Martinez where certain recyclable materials (e.g., construction waste materials) are extracted and sent to the nearby Acme Landfill. The remaining garbage is transported to the Keller Canyon Landfill in Pittsburg for disposal. The Keller Canyon Landfill has sufficient remaining capacity to receive garbage from the collection services it serves (e.g., Allied Waste Services) for at least the next 50 years (Argenti, 2007). Increases in recycling may extend the service life of Keller Canyon Landfill. Therefore, the proposed project would have a less-than-significant impact on landfill capacity.

- g) *Comply with federal, state, and local statutes and regulations related to solid waste?*

The Keller Canyon Landfill is licensed and operated in compliance with applicable federal, state and local statutes and regulations. The landfill must continuously satisfy the requirements of this license to comply with federal, state, and local statutes and regulations related to solid waste. Therefore, the proposed project would have no impact regarding compliance with these statutes.

SOURCES OF INFORMATION

Humann Company, Inc. 2007. *Improvement Plan, SD 9132, Utility Plan, Cascara Canyon (Sheet 9)*. October 3.

3. ENVIRONMENTAL CHECKLIST

Humann Company, Inc. 2009. *Preliminary Site Plan, Subdivision 9132-Shell Avenue, Cascara Canyon (Sheet 2)*. March 16.

Contra Costa Water District. 2005. *Urban Water Management Plan (Draft)*.

Central Contra Costa Sanitary District. 2009. Website (www.centrcalsan.org), *Service Area & Statistics*.

Nashashibi, Izzat, Humann Company, Inc. 2009. Personal communication with Robert Mills, Mills Associates, September 23.

Pelligrini, Alan, City of Martinez, Department of Public Works. 2009. Personal communication with Robert Mills, Mills Associates, September 23.

Leavitt, Russell, Central Contra Costa Sanitary District. 2007. Personal communication with Robert Mills, Mills Associates, January 18.

Tim Argenti, Allied Waste Services, 2007. Telephone communication with Robert Mills, Mills Associates, October 17.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
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?		✓		

3. ENVIRONMENTAL CHECKLIST

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 proposed project is contained to the 1.6 rough-graded pad at the front of the property. The proposed project would not reduce habitat of fish or wildlife species, or reduce the number or restrict the range of a rare or endangered plant or animal. The developable site has been disturbed from a previous residential proposal. The single-family parcel will be contained to a small area in the southern corner of the site and the remainder of the property will remain in open space. Natural resources such as the oak grove would not be disturbed by the proposed development. The project does create a visual impact due to its size and blocks a visually significant hillside/ridgeline. This has been discussed in the Aesthetics section and mitigation measures recommended. The proposed project also conflicts with applicable land use plans. This has been identified as a significant impact and mitigation measures recommended.

- 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. This is considered an infill development contained to a portion of the property that was previously considered for a 20-unit townhome development.

- c) *Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?*

The proposed project would create environmental impacts for which mitigation measures have been recommended.

Appendix A

Mitigation Monitoring and Reporting Plan

MITIGATION MONITORING AND REPORTING PLAN
(For Significant Impacts Only)

Mitigation Measure	Person/Agency Responsible for Implementation	Monitoring Requirements	Person/Agency Responsible for Monitoring	Timing or Frequency of Monitoring
<p>AESTHETICS</p> <p>I-1: The mass of the southerly building shall be reduced so that both greater visual access is provided to the open space behind the buildings and that a larger area is available for tree plantings. The length of the southerly building should be reduced by approximately 20 percent, adding the former building area to the adjacent landscape areas between: a) this building and the shared entry drive between the two buildings and, b) this building and the southerly property line.</p>	<p>Applicant/City Planning Department</p>	<p>Applicant shall provide revised plans reflecting reduction in size of southerly building; creating greater space for landscaping and between the two buildings.</p>	<p>City of Martinez Planning Department</p>	<p>Prior to filing improvement plans.</p>
<p>AIR QUALITY</p> <p>III-1: During grading and construction activities, the applicant shall implement the following measures to control dust:</p> <ul style="list-style-type: none"> • Water all unpaved active construction areas at least twice daily. • Sweep all paved active construction areas at least daily. • Sweep off-site streets leading to the project site daily if soil, sand, or other loose materials are deposited on these streets. • Cover all trucks hauling soil, sand, and other loose materials, or require trucks to maintain at least two feet of freeboard. 	<p>Applicant/City of Martinez Building Inspection Department</p>	<p>Construction plans shall include a dust control plan that states the requirements of the mitigation measure. The City shall conduct site visits during grading and site preparation to insure dust control measures are implemented.</p>	<p>City Building Inspection</p>	<p>During grading and site preparation</p>

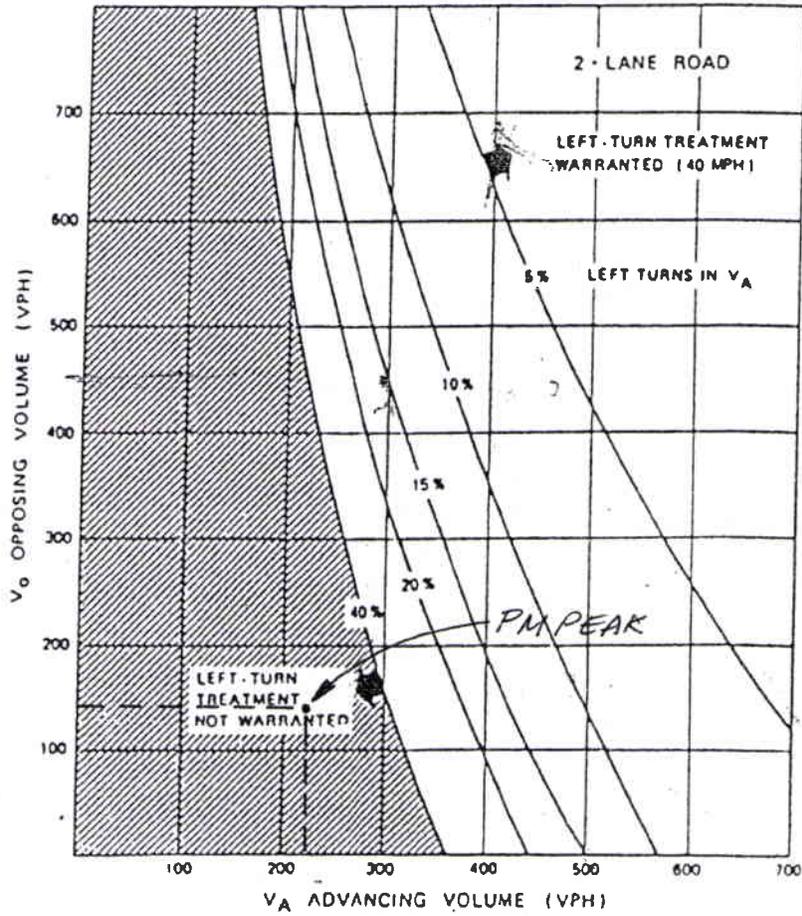
Mitigation Measure	Person/Agency Responsible for Implementation	Monitoring Requirements	Person/Agency Responsible for Monitoring	Timing or Frequency of Monitoring
LAND USE AND PLANNING				
IX-1: The applicant shall create a more sensitive design that is compatible with the neighborhood, such as reducing the southern building 20 percent; banking units over the rear carports as shown in Aesthetics, 3.J.	Applicant/City Planning Department	Applicant shall provide revised plans reflecting reduction in size of southerly building; creating greater space for landscaping and between the two buildings.	City of Martinez Planning Department	Prior to filing improvement plans.
IX-2: Refer to Mitigation Measure I.1 regarding redesign of the structures.	Applicant/City Planning Department	Applicant shall provide revised plans reflecting reduction in size of southerly building; creating greater space for landscaping and between the two buildings.	City of Martinez Planning Department	Prior to filing improvement plans.
TRANSPORTATION/TRAFFIC				
XV-1: The final roadway design shall be approved by the City's Traffic Engineer prior to filing the Final Map. This may include a grade change as well as trimming the foliage along the roadway in both directions.	Applicant/City Engineer	Improvement plans shall be submitted to the City of Martinez Engineering Department for review and approval. City shall conduct site visit to insure safety measures have been implemented.	City of Martinez Engineering Department	Prior to approval of Improvement Plans
XV-2a: The applicant shall request an exception to the parking standards variance, as well as adjust the number of units and/or available parking so that the number of spaces provided is closer to the upper end of the actual observed parking demand measured by Omni-Means, City of Concord surveys (1.50-1.64 spaces per unit).	Applicant and City of Martinez Engineering Department	Applicant shall submit revised parking plans, which will be reviewed and approved by the City of Martinez.	Planning Department/City Engineer	Prior to approval of Improvement Plans
XV-2b: The tandem parking shall be redesigned so that each tandem parking space has a minimum depth of 18 feet or a minimum total depth of 36 feet.	Applicant and City of Martinez Engineering Department	Applicant shall submit revised parking plans, which will be reviewed and approved by the City of Martinez.	Planning Department/City Engineer	Prior to approval of Improvement Plans

Appendix B

Traffic Data

- Left Turn Lane Warrant
- Right Turn Lane Warrant
 - Radar Surveys

S.B. SHELL AVE.



N.B. SHELL AVE.

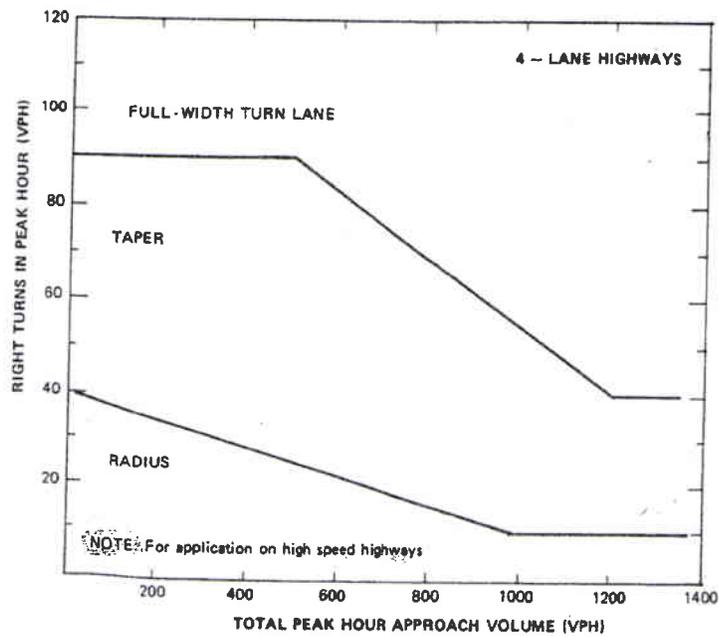
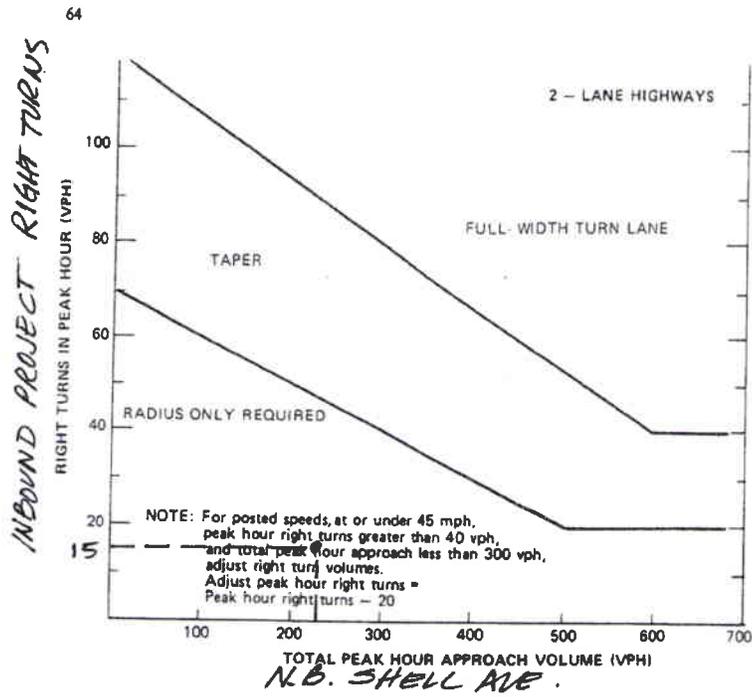


Figure 4-23. Traffic volume guidelines for design of right-turn lanes. (Source: Ref. 4-11)

