
Initial Study Checklist

The Townhomes at Laurel Knoll

Initial Study Checklist

Environmental Factors Potentially Affected:

The following Environmental Checklist contains an analysis of each environmental issue identified in the City of Martinez Initial Study for the Townhomes at Laurel Knoll.

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist on the following pages.

| | | | | | |
|---|-------------------------------|---|------------------------------------|---|------------------------|
| x | Aesthetics | | Agriculture/Forest Resources | | Air Quality |
| | Biological Resources | | Cultural Resources | | Geology /Soils |
| | Greenhouse Gas Emissions | | Hydrology / Water Quality | | Land Use / Planning |
| | Hazards & Hazardous Materials | x | Noise | | Population / Housing |
| x | Mineral Resources | | Recreation | x | Transportation/Traffic |
| | Public Services | | Mandatory Findings of Significance | | |
| | Utilities / Service Systems | | | | |

Report Preparation

Tasini and 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.”

PROJECT DESCRIPTION

| | |
|--------------------------------------|---|
| Project Title: | Townhomes at Laurel Knoll |
| Lead Agency Name and Address: | City of Martinez, Planning Division 525 Henrietta Street Martinez, CA 94553 |
| Contact Person: | Dina Tasini, Contract Project Manager, (dinatasini@comcast.net) |
| Project Location and APN: | 370 Muir Station Road, Subdivision 9263 APN #'s 162-263-006 & 009 (Attachment A) |
| General Plan Designation: | <u>(John Muir Parkway – Specific Area Plan)</u> Existing: APN# 162-263-006, Residential 7-12 units per acre; APN #162- 263-009; Open Space Proposed: APN #162-263-009, Residential 7-12 units per acre |
| Zoning Designations: | Existing: APN#'s 162-263-006 & 009, R-40 (One Family Residential, 40,000 sq. ft. minimum lot size) Proposed: APN#'s 162-263-006 & 009, R 3.5/PUD (Residential, 3,500 sq. ft. per unit/Planned Unit Development Overlay |

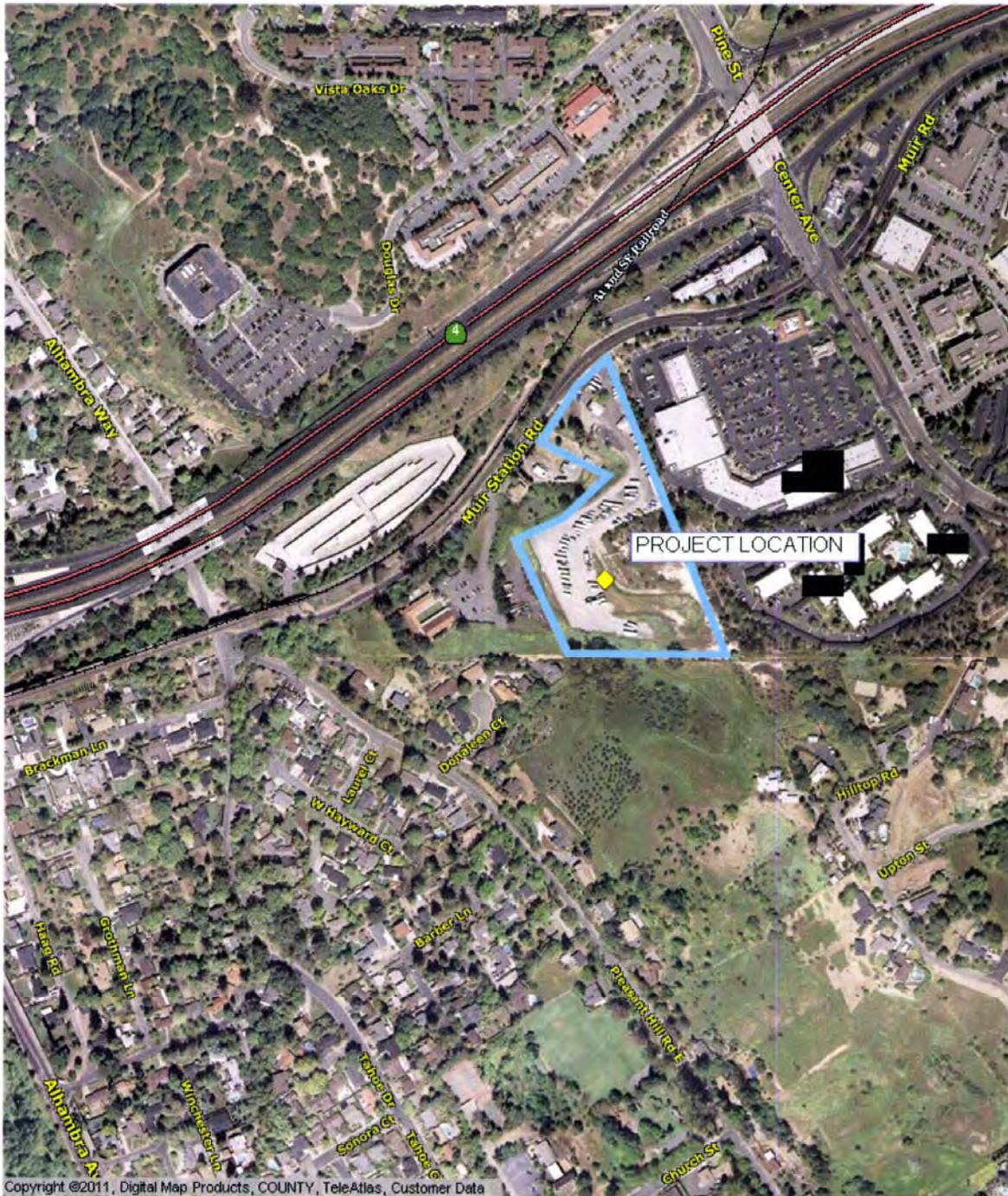
Description of Project:

Physical Location:

The Townhomes at Laurel Knoll is on the south side of Muir Station Road (370 Muir Station Road). The project site is adjacent to the Nob Hill Shopping Center to the Northeast, a regional hiking & riding trail and single-family residences to the south, a church to the west and Muir Station Road, the Atchison, Topeka, and Santa Fe Railroad Right of Way and State Route 4 (SR4) to the north.

Project Proposal:

The applicant proposes to develop the site with 80 townhomes and 2 single-family residences on site totaling 6.83 acres. The site is currently zoned R-40, and is comprised of two lots with a General Plan Designation for Parcel 162-263-006 of Residential 7-12 DU/AC and Parcel 162-263-009 of Open Space. The site has been used for recreational vehicle storage for over the past decade, and was a private storage yard since the late 1970's. The applicant has submitted an application and requests a General Plan Amendment and Planned Development to develop the property with 80 townhomes and two single family homes. The site is located with the John Muir Specific Area Plan boundaries.



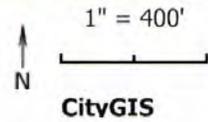
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PROJECT LOCATION

The Townhomes at Laurel Knoll



Proposed Project

The applicant proposes to develop the 6.83-acre site with 80 Townhomes and 2 single-family homes (refer to Site Plan). The units are to be individually owned as part of a common interest subdivision, and range in size from 1,431 square feet to 1930 square feet and with the exception of two single-family homes measuring approximately 3,400 square feet. The units all have two car garages. The Common areas will include peripheral landscaping, along the perimeter of the site and interior. Generally, the three level units provide two stories of conditioned interior space atop the garage level.

The site has moderately steep slopes rising from Muir Road and has been graded to provide a generally flat plateau on the site for storage of industrial items and/or vehicles decades ago. The site is unvegetated except for seasonal vegetation, and along the southern boundary where a hiking and horseback riding trail is located and is heavily vegetated with grasses and trees.

Metro PCS and ATT wireless currently operate wireless antennae facilities on the site, and the project may include the relocation of its utility easements and equipment buildings.

The project will require the following entitlements:

- (a) General Plan Amendment; to change from "Open Space" within parcel 162-263-009 to Residential 7-12 units per acre
- (b) Rezone; from R-40 to R 3.5 Medium Density Residential, 3,500 square feet per unit minimum, with PUD overlay to allow exception to the development standards normally required in the R-3.5 Zoning District.
- (c) Design Review; of proposed site plan, units' architecture, and landscaping
- (d) Major Subdivision, to allow common interest 80 attached townhomes and two single-family residences.

The site will be accessed from Muir Station Road via an improved driveway on Muir Road.

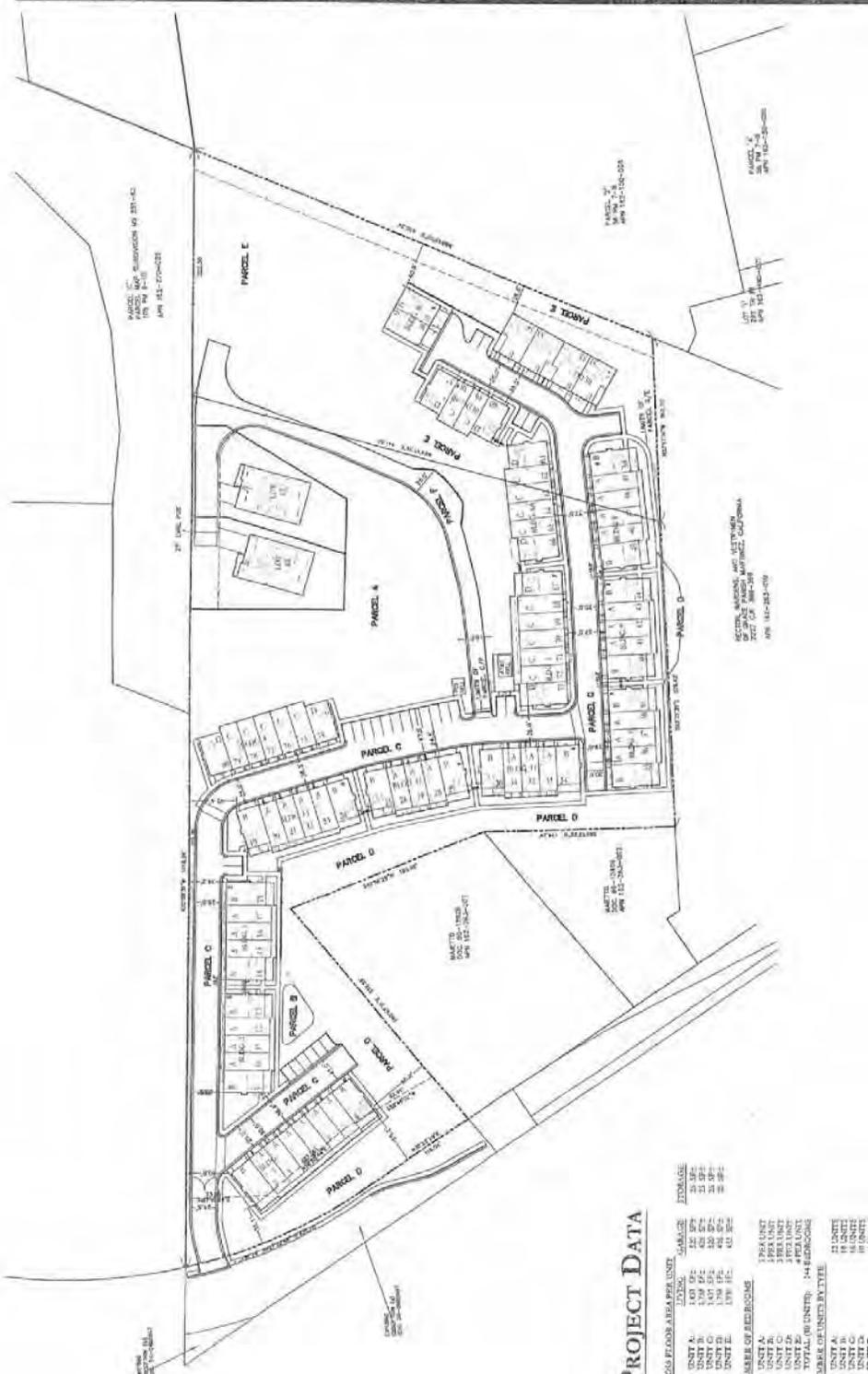
Surrounding land uses and setting: The site is within an evolving suburban area, with a mixture of residential, commercial, and industrial uses in a somewhat "semi-rural" setting. To the NORTH (opposite side of Muir Station Road) is the railroad tracks and Highway 4. To the NORTHEAST is a shopping center and hotel. To the SOUTH and WEST are residential properties. Immediately to the SOUTH adjoining the site is a hiking and horseback riding trail and residential development. To the SOUTHWEST is a church.

Other Public Agencies whose approval is required (e.g., permits, financing approval, or participation agreement) No other agency is required.

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THE TOWNHOMES AT LAUREL KNOLL
 MARTINEZ, CALIFORNIA 94553
 SUBDIVISION 9903

CONCEPTUAL SITE PLAN
 SCALE AS SHOWN
 SHEET NO. 1
 PROJECT NO. A0.1



CONCEPTUAL SITE PLAN

SCALE 1" = 10'
 OF 10' 0" 20' 40' 80'

PROJECT DATA

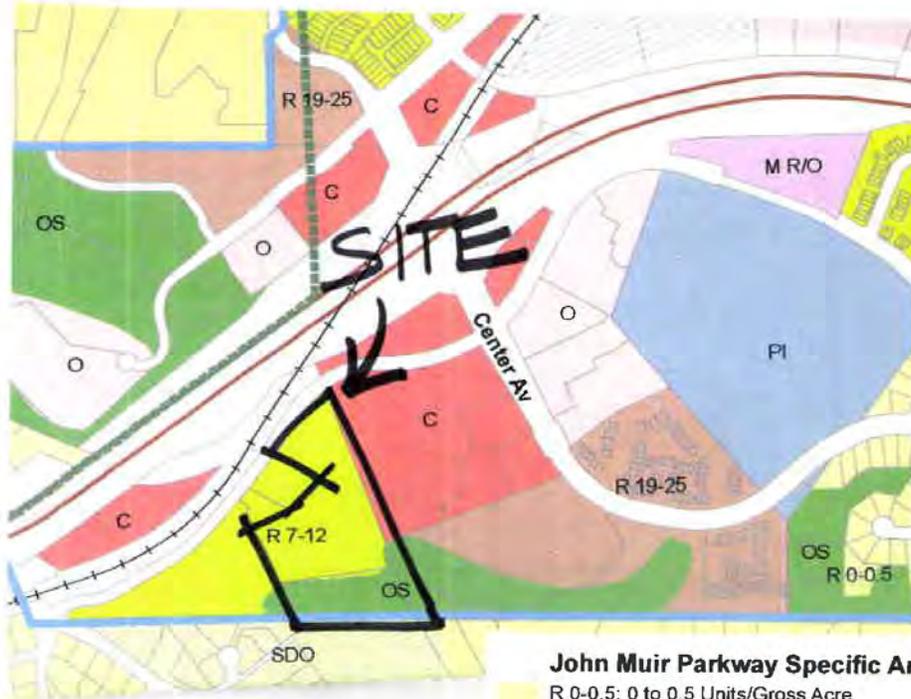
| UNIT | LAND AREA (SQ FT) | GROSS FLOOR AREA PER UNIT (SQ FT) | STORAGE | STORAGE |
|------------------|-------------------|-----------------------------------|---------|---------|
| UNIT A | 1,000 SF | 1,200 SF | 100 SF | 100 SF |
| UNIT B | 1,000 SF | 1,200 SF | 100 SF | 100 SF |
| UNIT C | 1,000 SF | 1,200 SF | 100 SF | 100 SF |
| UNIT D | 1,000 SF | 1,200 SF | 100 SF | 100 SF |
| UNIT E | 1,000 SF | 1,200 SF | 100 SF | 100 SF |
| TOTAL (50 UNITS) | 5,000 SF | 6,000 SF | 500 SF | 500 SF |

| NUMBER OF BEDROOMS |
|-------------------------------|
| UNIT A: 1 BEDROOM |
| UNIT B: 1 BEDROOM |
| UNIT C: 1 BEDROOM |
| UNIT D: 1 BEDROOM |
| UNIT E: 1 BEDROOM |
| TOTAL (50 UNITS): 50 BEDROOMS |

| NUMBER OF UNITS BY TYPE |
|-------------------------|
| UNIT A: 10 UNITS |
| UNIT B: 10 UNITS |
| UNIT C: 10 UNITS |
| UNIT D: 10 UNITS |
| UNIT E: 10 UNITS |
| TOTAL UNITS: 50 UNITS |

| NUMBER OF UNITS PER BUILDING |
|------------------------------|
| BUILDING 1: 10 UNITS |
| BUILDING 2: 10 UNITS |
| BUILDING 3: 10 UNITS |
| BUILDING 4: 10 UNITS |
| BUILDING 5: 10 UNITS |
| TOTAL UNITS: 50 UNITS |

GENERAL PLAN CONTEXT MAP



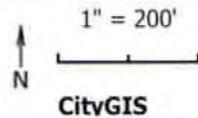
John Muir Parkway Specific Area Plan

- R 0-0.5: 0 to 0.5 Units/Gross Acre
- R 0-6: 0 to 6 Units/Gross Acre
- R 7-12: 7 to 12 Units/Gross Acre
- R 13-18: 13 to 18 Units/Gross Acre
- R 19-25: 19 to 25 Units/Gross Acre
- R 0-29: up to 29 Units/Gross Acre
- SDO: Slope Density Ordinance
- C: Commercial
- O, O/C: Office, Office/Commercial
- M R/O: Mixed Residential (up to 29 Units)/Office
- M R/C: Mixed Residential (up to 29 Units)/Commercial
- M R&D/C: Mixed Research and Development/Commercial
- R&D: Research and Development
- LI: Light Industrial
- PI: Public Institutions
- NP, OS: Neighborhood Park, Open Space

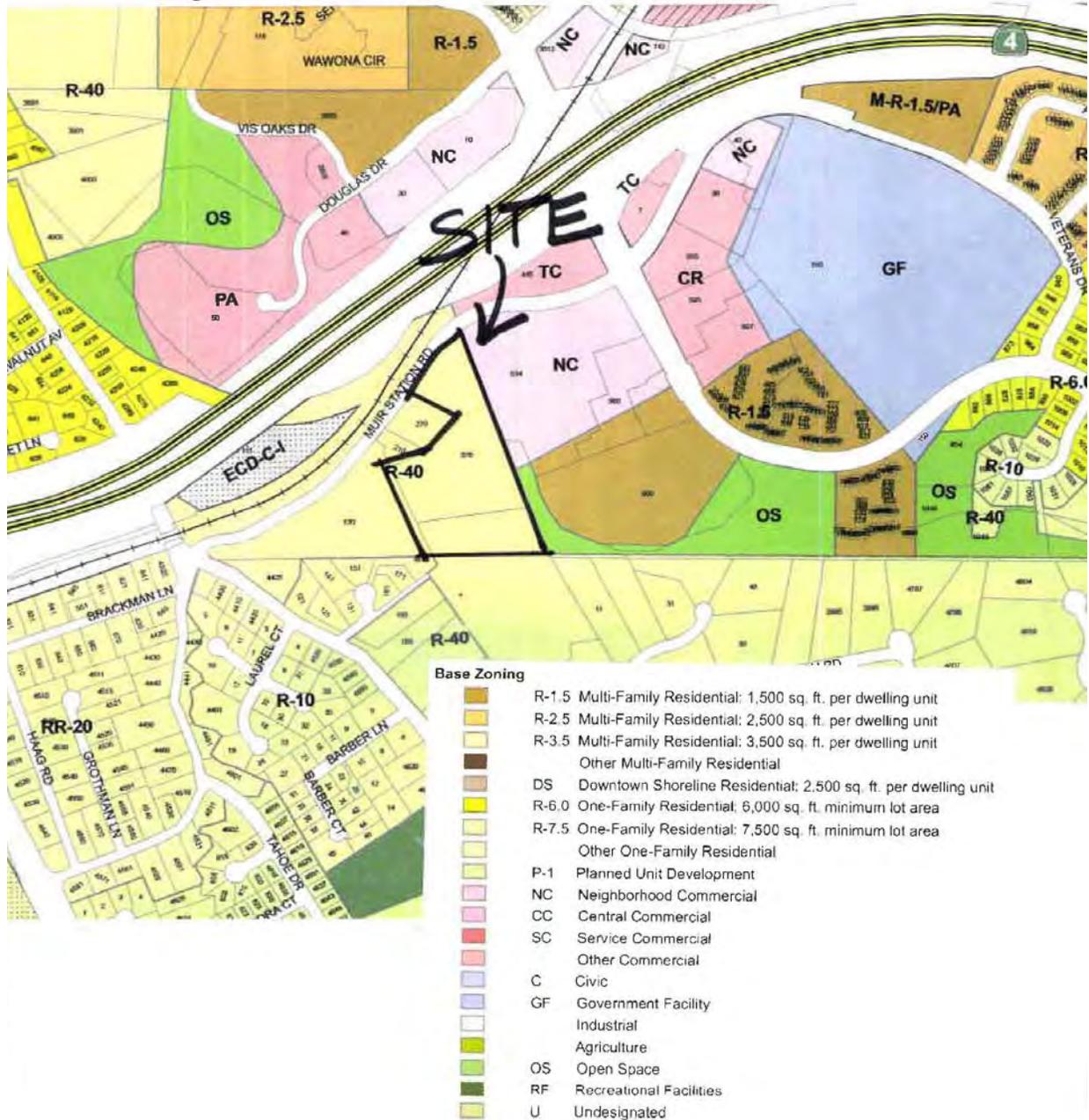


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GENERAL PLAN DESIGNATIONS (John Muir Parkway Specific Area Plan)



ZONING CONTEXT MAP



Other project Assumptions: The Initial Study assumes compliance with all applicable State, Federal, and Local Codes and Regulation including, but not limited to the City of Martinez Improvement Standards, the California Building Code, the Contra Costa County Water Agency Code, the Contra Costa County Flood Control Water Conservation District Design Criteria and Standards, the State Health and Safety Code, and the State Public Resources Code.

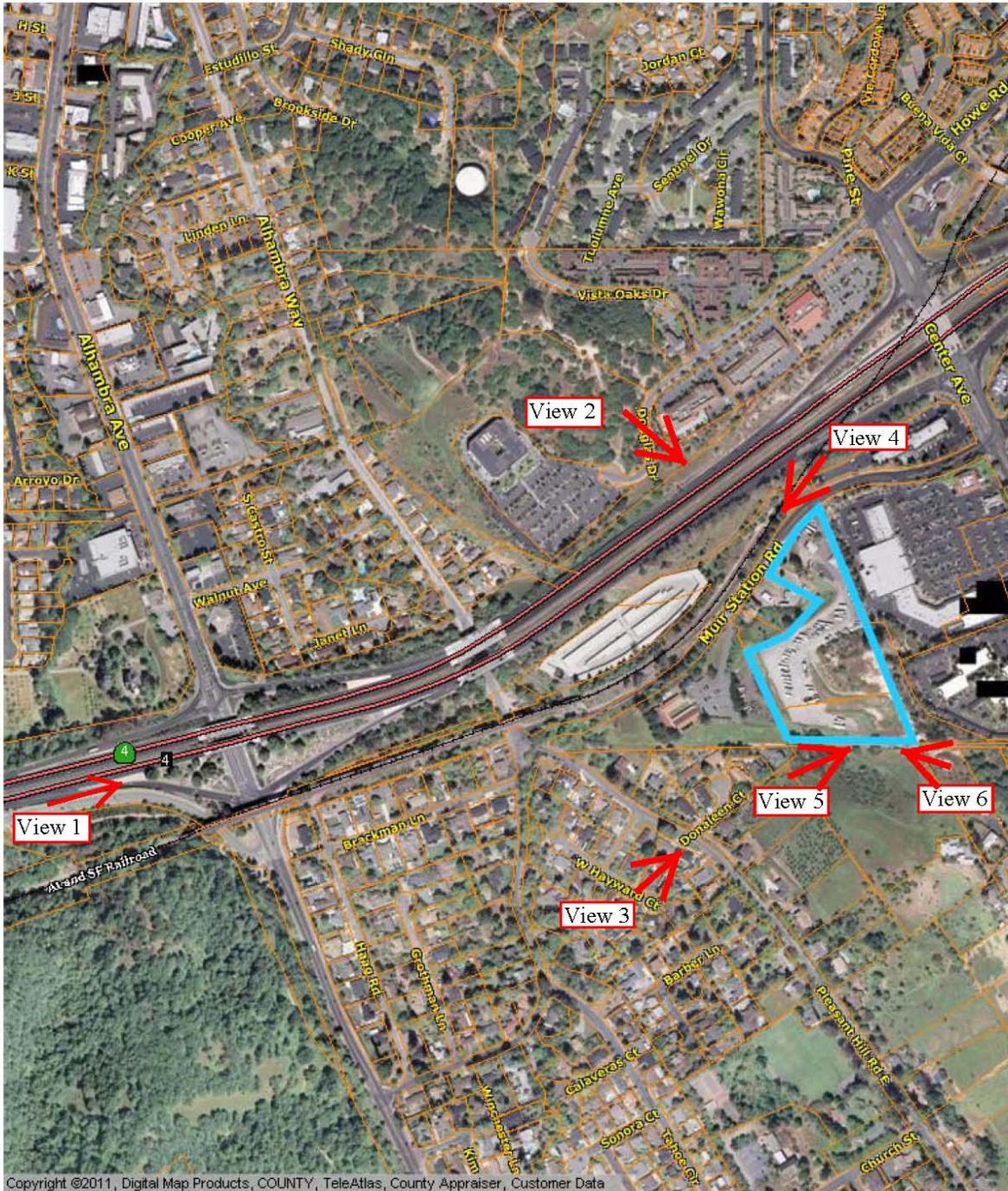
I. AESTHETICS

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Increase the amount of shade in public and private open space and adjacent sites | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

a and c) The proposed subdivision is in close proximity to State Route 4. State Route 4 is designated a state scenic highway. The site is currently used as a storage area for recreation vehicles and is visible from the SR4 no screening of the activity occurring at the site or the vehicles exists. The proposed housing development will alter the view from SR4 (View #1) and from across SR4 at Douglass Drive (View #2) and while many of the housing units will be visible, they will be properly designed with muted earth tone colors, and partially screened, as to blend into the suburban landscape with little or no adverse impact to views for vehicles using SR4.

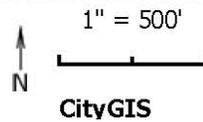
The proposal will also introduce new buildings above the residences Donaleen Court (View #3). Building 8 (units 45-50) will be highly visible from the street and some of the existing residences' rear yards. Generally, it appears that Building 8 is designed with muted earth tone colors, and is to proposed be partially screened, which provides some element and or attempt to integrate the built environment into the adjacent trail and open space. However, Building 8's height and mass (3-story, 37', with the third level



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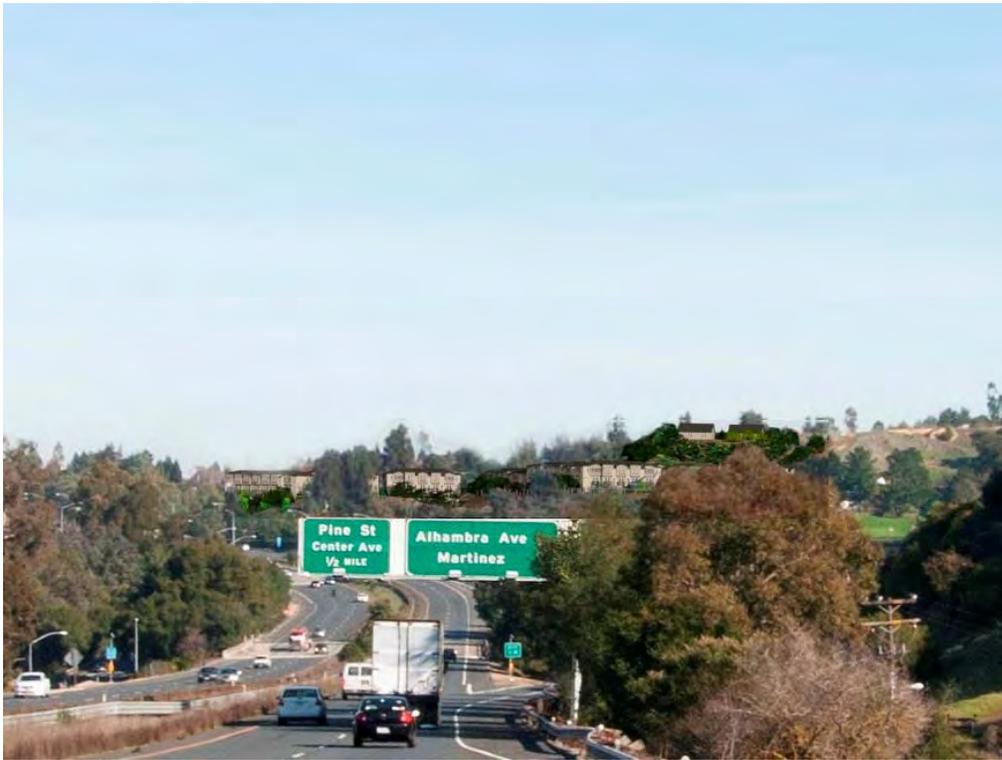
VIEW 1 - Eastbound Highway 4 (John Muir Parkway):



Existing Conditions



Proposed Conditions



Proposed Conditions with Landscaping

VIEW 2 – North side of Highway 4 (John Muir Parkway), from Douglas Drive:



Existing Conditions



Proposed Conditions



Proposed Conditions with Landscaping

VIEW 3 – Donaleen Court, from Pleasant Hill Road East:



Existing Conditions



Proposed Conditions



Proposed Conditions with Landscaping

VIEW 4 – Westbound Muir Station Road:



Existing Conditions



Proposed Conditions



Proposed Conditions with Landscaping

VIEW 5 – Eastbound California Hiking and Riding Trail:



Existing Conditions



Proposed Conditions



Proposed Conditions with Landscaping

VIEW 6 – Westbound California Hiking and Riding Trail:



Existing Conditions



Proposed Conditions



Proposed Conditions with Landscaping

partially cantilevered over the second) could seem out of character above Donaleen Court's low-density setting. The impact of this Building's height and mass is potentially significant, but mitigatable either through reduction of the mass or redesign of the structure

Currently, the site is unimproved and the storage of vehicles takes place at the top of the ridge, having little or no impact to those walking or driving along Muir Station Road (View #4). The proposed development includes siting of housing along Muir Station Road. As proposed by the applicant, the normally unseen "rear" of Building 1 (units 1-8) would be highly visible from Muir Station Road. While further development and urbanization of Muir Station Road will not necessarily be a negative visual impact, it is essential that the quality of architecture and landscape match or exceed that of the existing hotel and shopping center developments to the east. The units proposed along Muir Station Road are shown with the limited materials and colors normally found on less visible "backside" elevations, therefore, the applicant will be required to add dense landscaping to partially screen the building's base, and upgrade the architectural detailing, (e.g. redesigning decks and fencing with stucco and masonry accents to match those of the front elevation). The impact will be significant unless the units are designed in such a manner to include balconies, improved fencing and mature landscaping.

In addition, a portion of the site (Parcel # 162-263-009) is currently designated Open Space in the Martinez General Plan (John Muir Parkway – Specific Are Plan) and is located along a designated trail ("California Hiking and Riding Trail, managed by the East Bay Regional Parks District). The applicant has requested a general plan amendment from Open Space to Residential 7 to 12 units per acre to permit development within the currently designated open space parcel. 15 units are proposed within the currently designated open space parcel which includes development of 4 units (Building 7) along the southern property line where garage access is gained at the top of the slope and the unit is developed on the down slope adjacent to the trail (Views #5 and #6). The current plan proposes that the height of these units range from 35-40 feet from toe of slope to roof overhang along an existing trail. These four units will have an impact and effect views for persons using the trail and there may be shade and shadows as a result of the new construction. The applicant proposes a limited landscape strip of shrubs to soften the impact. Because of the adjacency of several proposed units along the trail and horse-riding path, the impact of the new construction is significant however; a redesign of the units will significantly reduce the impact.

b) There are no scenic resources and or historic buildings. The site is vacant except for an office building for the existing storage vehicle operation. No impact to scenic resources will result.

d) Development of the site will result in new lights and glare from both individual residential units and streetlights. The impact will be less than significant since there will be additional landscaping at the site to reduce and buffer glare and placement of the lights along the streets will be done in such a manner as to minimize glare to existing and new residential units in the area.

e) The proposed development will not have an adverse impact on adjacent properties

related to shade in public or private open space on parcel 162-263-006 because the project is set back over 100 feet from any adjacent residences. However, the proposed residential units located on Parcel 162-263-009 may cast a shadow during portions of the day along the trail.

Mitigation Measure Aesthetics 1: To reduce the vertical massing of Building 8 when viewed from Donaleen Court below, the maximum height of this building shall be reduced from 3 stories to 2½ stories and from 37' to 32. To further deemphasize the building's height; no more than 50% of the shed roof facing Donaleen Court may include dormers for the building's third level. All such dormers, if any are proposed for the rear elevation of the building, shall have hipped rather than gabled roofs.

Mitigation Measure Aesthetics 2: The applicant shall augment the architectural detailing of Building 1's elevations that are adjacent to Muir Station Road and the entry drive to better integrate this structure into the existing visual context and architectural quality of Muir Station Road and State Highway 4. Required improvements, or equivalent, shall include: a) replacing the chain link fencing with decorative wood "board on board" fencing with masonry accent posts, b) integrating the rear balconies into the main structure with stucco posts, iron metal railings and roofs matching those of the main structure and c) added shutters and wood accents (comparable to those shown on the front elevations) to the rear and side elevations

Mitigation Measure Aesthetics: 3 To reduce the visual mass of Building 7 when viewed from the EBRPD's California Hiking and Riding Trail, this building shall not exceed a maximum height of 30' above the access road (with all floors at or above the access road grade), and shall provide a minimum 40' setback from the southerly property line, maintaining a tree planting strip of no less than 20 feet wide that is clear of any planting limitations from the adjacent pipeline easement and the building's roof overhang. The final landscape plan shall include an informal cluster of large evergreen trees that, upon maturity, will fully screen the building's lower levels from the Trail.

II. AGRICULTURAL/ FOREST 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies and refer to information compiled by the California Department of Forestry/ Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220 (g), timberland (as defined by PRC Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in loss of forest land or conversion of forest land to non-forest use | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a-b and e) The Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency designate the proposed project area as Urban and Built-Up Land. The current use is storage of vehicles; the land is fully graded and has some areas which are paved to allow access to the site. Therefore, no Prime Farmlands,

Farmlands of Statewide Importance, or Williamson Act contract lands are located within the in the proposal area

c and d) There are no designated forestlands within the project area. There is a proposed rezoning of the property from open space to residential, but no loss of forestland or conversion of forestland will occur as a result of the development or proposed land use actions.

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: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

Project Setting:

The project is located in the City of Martinez in Contra Costa County and is within the San Francisco Bay Area Basin. The local agency with Jurisdiction over air quality monitoring and planning in the Basin is the Bay Area Air Quality Management District (BAAQMD). Martinez is located on the south side of the Carquinez Strait. The Carquinez Strait is the only sea-level gap between the Bay and the Central Valley. Prevailing winds are from the west particularly during the summer. During the summer and fall months, high pressure coupled with low pressure in the Central Valley causing marine air to flow eastward through the Carquinez Strait producing strong winds in the afternoons.

The project was evaluated in a technical report (“Air Quality, Health Risk and Greenhouse Gas Analysis”) prepared by Michael Brandman Associates dated November 23, 2010 (with a technical addendum and summary dated April 1, 2011, provided as Attachment B). The report provided information regarding potential air quality impacts associated with the construction and operation of the proposed project.

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

The methodology used to evaluate the project with respect to air quality including but not limited to CEQA guidelines and the Bay Area Quality Management District's (BAAQMD) air quality guidelines. The CEQA guidelines require that the analysis evaluates and determines if a significant impact exists. In order to evaluate the project the type of use and the resulting level and impact of emissions must be evaluated. The guidelines are not specific with respect to metric measurement of significance thresholds; in the absence of local thresholds the evaluation of impacts used is based on BAAQMD thresholds.

BAAQMD provide recommended procedures for evaluating potential impacts. The first level is the screening criteria. The BAAQMD has defined project level screening criteria and significance thresholds for air quality screening. In addition, the community health risks and hazards have also been defined by BAAQMD. Cumulative significance criteria thresholds address multiple emissions of toxic air contaminants such as State Route 4, the adjacent rail line and nearby stationary sources of toxic air contaminants.

The air quality screening applies to the impacts of construction and operations based on land use intensity. Both the single-family homes and the condo/townhomes result in less than significant impacts. The project however must apply BAAQMD basic construction mitigations that are standard conditions or approval with respect to dust control and construction equipment use and operation.

Community health risk screening is required to assess potential health risks both on a project level and cumulatively. Because the proposed project is residential in nature it is not expected to generate toxic contaminant emissions. Therefore, only sensitive receptors such as adjacent residents- sensitive receptors were evaluated. This was evaluated and found that the nearest receptor was 575 feet from the project fence line, which means a residence located within 575 feet from the project would be impacted during construction, hence a more detailed analysis was undertaken. The analysis found that the project did not exceed the BAAQMD project level health risk and hazard significance. (Michael Brandman Associates, April 1, 2011, Attachment A.

The second level of evaluation includes the cumulative impacts of nearby toxic emissions on residential emission within the project itself. The potential sources identified are State Route 4, the Burlington Northern rail line and identified stationary sources. The project was evaluated and the significance threshold for cancer risk, chronic non-cancer hazard, acute non-cancer hazard and particulate matter are all below the threshold criteria set forth by BAAQMD.

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

The current use at the property is RV storage, and has been used for decades for light industrial. Proposing a residential development of the site will not contribute substantially to an existing or projected air quality violation. The California Air Resources Board (CARB) has published recommendations for siting of new

sensitive receptors within 500 feet of a freeway because of the possible toxic air contamination and or in close proximity to the railroad. The freeway is 250 feet from the project site and so the siting guideline does apply. The cumulative impact was analyzed and the three significance thresholds for greenhouse gases are less than the BAAQMD significance threshold. (See technical addendum Michael Brandman dated April 1, 2011 provided as Attachment A).

c) Result in a cumulatively net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The project would not result in a cumulative net increase of any criteria pollutant as set forth as part of the BAAQMD guidelines. The cumulative impacts are below significance criteria. (See technical addendum Michael Brandman dated April 1, 2011, provided as Attachment A).

d) Expose sensitive receptors to substantial pollutant concentrations

The project was evaluated to assess the possible cumulative impacts of nearby toxic sources on the residential units themselves. The cumulative risks are below the significance threshold, as there are no nearby sources of toxic materials within the subject semi rural to suburban setting. (see technical addendum Michael Brandman dated April 1, 2011, provided as Attachment A).

e) Create objectionable odors affecting a substantial number of people.

The proposed project will not conflict with or obstruct implementation of the regional air quality plan or violate any air quality standard, or result in a cumulatively considerable net increase of any criteria pollutant due to the minimal of 82 housing units from this project. Development of residential units at this site would not expose sensitive receptors to substantial pollutant concentrations. The proposed residential use is compatible with the surrounding uses and therefore will not create any objectionable odors. In addition during construction and grading the applicant will be required to adhere to best management practices to curb dust and runoff onto streets and into stormwater systems.

IV. BIOLOGICAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a-f). The project proposes to develop on an existing infill site, which has been graded and is being used for vehicular storage. The site and adjacent open space do not contain any sensitive habitats or any special status species and will not interfere with or cause movement of any native resident or migratory fish or wildlife species. There is no Habitat Conservation Plan, Natural Community Conservation

Plan or other approved local, regional or state habitat conservation plan that applies to the site. The open space occupies a portion of the site and the adjacent hiking and horseback-riding trail. The area is native grasses and trees and there are no conservation plans in place or identified special species in the area.

V. CULTURAL RESOURCES

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a-d) Land uses within the project area include commercial and residential uses. The project area has not been surveyed for historical, archaeological or paleontological resources, or human remains. Minimal grading and construction of some retaining walls are proposed and this will result in minimal change to the soils. The project site has historically been used for vehicle storage and has been graded repeatedly. The hillside and adjacent trail are designated open space are not considered to be of any historic or archaeological value since the area is generally dirt and tall grasses. It is unlikely that human remains or resources of historical, archeological or palentillogical value exist on the site due to the disturbed nature or the site and its surroundings.

VI. GEOLOGY AND SOILS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a-e) There are no Alquist-Priolo Special Study Zones in the proposal area. Strong seismic shaking could occur in the proposal area since the Concord-Green Valley fault is about one mile to the east. Considerable ground shaking would be expected at the project site during moderate to severe earthquakes in the general region. However, the proposed residences will be constructed with standard building and foundation designs to minimize the impacts of a seismic event to the greatest practical extent. The project involves minimal grading; therefore the project will not result in substantial soil erosion or loss of topsoil. As noted the site is not within a

fault zone, moreover, the project will not be developed on a hillside, slide area, creek area, or geologic unit or soil that is unstable. The site is currently developed with an office and storage area, surrounded by residential and commercial uses, therefore it is not anticipated that the project site has expansive soils or soils incapable of adequately supporting the site for proper waste water disposal systems. In addition, ENGEO Incorporated's report Entitled "Review of Vesting Tentative Map, dated November 5, 2010, concluded that the existing slopes will need rebuilding, and all slopes planned for structures will require appropriate protection to allow for placement of buildings with little or no setbacks. In addition, there will be a need for remedial grading to slopes beyond the planned lots and pavement limits. Remedial grading will remove all undocumented fills, slope keying and benching to rebuild walls extending into the slopes. The slopes require remedial grading to provide stable building sites and appropriate protective measures for structures. Furthermore, new home construction requires a final geotechnical report and consultation by a geotechnical engineer to ensure soil conditions are stable and can support the homes and associated infrastructure.

VII. GREENHOUSE GAS EMISSIONS

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-b) Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as a driving force for global climate change. Definitions of climate change between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities, which alter the composition of the global atmosphere.

California State law defines GHGs as Carbon Dioxide, Methane, Nitrous Oxide, Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride. The primary contributions to GHG emissions in California are transportation, electric power production from both State and out of state sources, industry, agriculture and forestry, and other sources, which include commercial and residential activities.

The City of Martinez Climate Action Plan (CAP), adopted in June 2009, presents goals, principles, and strategies for reducing the City's GHG emissions, conserving energy and natural resources, and preparing the community for the expected effects of global warming. The CAP was developed through a public planning process, under direction of the City Council. The CAP addresses GHG emissions within City limits.

The BAAQMD has established a climate protection program to reduce pollutants that contribute to global climate change and affect air quality in the Bay Area. The climate protection program includes measures that promote energy efficiency, reduce VMT, and develop alternative sources of energy all of which assist in reducing emissions of GHG and in reducing air pollutants that affect the health of residents. The BAAQMD also seeks to support current climate protection programs in the region and to stimulate additional efforts through public education and outreach, technical assistance to local governments and other interested parties, and promotion of collaborative efforts among stakeholders.

The greenhouse gas emissions has been evaluated in a technical report (“Air Quality, Health Risk and Green house Gas Analysis”) prepared by Michael Brandman Associates dated November 23, 2010, (with a technical addendum and summary dated April, 1, 2011, provided as Attachment A). The project was evaluated using BAAQMD standards. The project requires greater analysis because it exceeds the screening criteria of less than 78 condominium units. The analysis includes quantification of greenhouse emissions from the project as well as demonstrating that the project is consistent with adopted greenhouse gas reduction plans. The construction of the project will emit approximately 165 metric tons of CO₂ equivalent. The greenhouse gases emitted from the project as a whole is 993 metric tons of CO₂e per year, with the greatest percentage related to transportation emissions at 69 percent, followed by electric and gas usage at 11 and 10 per cent. BAAQMD has established a significance threshold of 1,100 CO₂e per year; the project’s emissions total 993 CO₂e per year less than the BAAQMD thresholds. Since the project emissions are less than the BAAQMD threshold the will project will not emit particulates than are greater than permitted. Therefore, the project is consistent with the BAAQMD Clean Air Plan and, the construction will not exceed significance thresholds or cumulative impacts and therefore will not cause or contribute to the violation of any national or State air quality standard or expose sensitive receptors to substantial air pollutant concentrations.

VIII. HAZARDS AND HAZARDOUS MATERIALS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a) Since the proposed project consists of the construction of residential units, no hazardous materials would be routinely used at the project site other than common household waste (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. Storm drain inlets would be labeled with "do Not Dump-Drains to the Bay" signs to discourage people from dumping household hazardous wastes into the inlets. Assuming the public behaves responsibly, the proposed project would not create a significant hazard to the public or environment, and the impacts would be less than significant.

b) During construction, 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. Residents adjacent to the site could be exposed to these materials as trucks move to the site and through the City. Construction activities are subject to federal, state and local laws and requirements and those are designed to minimize and help avoid potential health and safety risks associated with hazardous materials.

c) There are no schools located within one-quarter mile of the proposed project; therefore there would be no impact.

d) The project site is not included on the California Environmental Protection Agency, Department of Toxic Substances Control Hazardous Waste and Substance List; therefore there would be no impact.

e-f) The site is located outside the Buchanan Airport Land Use Plan Area and is not located near any public or private landing strips.

g) The project would not result in any changes to existing streets or emergency roads, and therefore would not interfere with any response or emergency evacuation plan that may be in effect for the area. The proposed layout of the streets within the project site meets all requirements of the city of Martinez and the Contra Costa County Fire District.

h) The project is not located near wildlands.

IX. HYDROLOGY AND WATER QUALITY

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Would the project: | 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a-b) A preliminary drainage plan was prepared for the project that shows it is in compliance with C.3 requirements. The City's Engineering Division has reviewed the drainage plan and stormwater control plan and determined that it complies with all applicable water quality standards including the City's Storm Water Quality Management and Discharge Control Ordinance, and National Pollutant Discharge Elimination System (NPDES) requirements. The project would result in minimal grading or changes to existing topography, therefore the project will not affect groundwater supplies, interfere substantially with groundwater recharge, or lower the local groundwater table level.

c-f) The City's Engineering Division has determined that the preliminary grading plan proposed for the project will not alter existing drainage patterns in a manner that would cause erosion, siltation, or flooding conditions on or off the site. The project will not contribute runoff that would exceed the capacity of existing drainage systems. g-h) The project is not located within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map.

i-j) The project site is not near a levee or darn, nor any large body of water that could cause seiche, tsunami, or mudflow.

X. LAND USE AND PLANNING

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a) Will the project physically divide an established community?

No. The project is proposed on two infill parcels. The project site is bordered by residential and commercial development. The project site borders an existing trail bisecting the neighborhood to the east, providing a buffer between the existing residential neighborhood and the proposed project.

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?

Yes. As discussed below the project was found to potentially conflict with several General Plan (Specific Area Plan) policies as well as several sections of the Zoning Ordinance.

Martinez General Plan (John Muir Parkway Specific Area Plan)

The Specific Area Plan (“SAP”) currently designates the northerly 4.8 acres of project site Residential, 7-12 units per gross acre, and the southerly 2 acres as Open Space (Attachment D) Notwithstanding the request to re-designate the Open Space area to Residential (to be further discussed below), the project is generally consistent with the SAP, in that higher density development is encouraged adjacent to the John Muir parkway (Policy 33.312) and that all developments shall be Planned Unit Developments (Policy 33.316).

The SAP also includes specific policy direction in regards to fitting higher density development into areas where there are existing single-family neighborhoods, such as Donaleen Court to the southwest of the subject site. Policy 33.319 (adopted 1987) states:

When a proposed multiple family residential development is near an existing single family (or lower density multiple family) development, the Planning Commission shall require appropriate transition elements in the approved development plan, such as landscape buffering, building setbacks equal to or larger than those required in adjacent zone district, minimization of grade differences to avoid visual impact and loss of privacy, different types of units which are more compatible with those existing on adjacent property, lower density zoning, assembly of small parcels into one large project for more design flexibility, provision of project access from collector streets rather than existing local residential streets, etc. In addition, all residential developments shall be subdivided into individual units and offered for sale to maximize the opportunity for owner-occupied housing in the area

The potentially significant impacts of not incorporating such “transition elements” have been evaluated under the “Aesthetics” discussion above.

The project is also regulated by the SAP’s Design Review Guidelines, which require a high level of architectural quality and landscape amenities, as per review and approvals of the PUD plan and overlay district.

SPECIFIC AREA PLAN (SAP) OPEN SPACE LAND USE DESIGNATION:

At the time the SAP was adopted in the 1970's, the southerly portion of the site was designated as "open space." This area serves as a buffer between the medium density residential uses envisioned to be along Muir Station Road and the California Hiking and Riding Trail to the south. In 1987, the City Council amended the SAP as currently depicted, increasing the areas designated for residential uses, and decreasing the area designated as open space. The split between the residential and open space areas as amended in 1987 appears to match the division between projects two parcels (162-263-006 and 162-263 -009), and may have corresponded to the limit of grading at the time. As discussed above, most of the two parcels was previously graded to use as a storage lot. The two-acre parcel that is designated open space is partially graded and is part of the existing storage facility. Because of the southern portion's use as a storage facility and its graded configuration, this area as it currently appears has little or no scenic value. So as a function of the SAP's Land Use Map and existing conditions, the requested General Plan Amendment would not have a significant effect on the environment.

The potential conflict with the SAP policies is thus not with the General Plan map amendment, but with the proposed site plan development on the portion of the site currently designated as "open space." The development plan places 35 to 40 foot tall buildings immediately adjacent to the California Hiking and Riding Trail, with only 30-40 foot areas for shrub plantings between the Trail and the buildings (see discussion under "Aesthetic" above). While the graded 50% slope between the existing RV storage area and the existing Trail has no scenic value in and of itself, it's "unbuilt" status does fulfill the intent of the original open space designations, and Policy 33.341.B of the SAP's Open Space Policies, which states:

Buffer and Trailway Open Space land (as shown on the Land Use map) which is intended to provide adequate visual and acoustic buffer, landscape amenity and a functional, well integrated trail system for walking, hiking, bicycle and equestrian use within the planning area and as a means of linking the planning area to adjacent neighborhoods, shopping and work areas

The potentially significant impacts of not incorporating preserving the intent of such a "buffer" has been evaluated s part of the Aesthetics and Land Use Discussion of this Initial Study.

Martinez General Plan (Scenic Roadway Element)

The John Muir Parkway (State Highway 4) is a designated “Scenic Highway” throughout Martinez. The General Plan requires areas alongside the highway be fully landscaped in accordance with the established character of the area (Policy 27.34), and that the selection of building materials and colors be consistent with aim of retaining the major scenic attributes associated with the respective roadway section. (Policy 27.36). The importance of the appearance of the City from the John Muir Parkway is carried over into the SAP, as one of its major objectives is to improve the aesthetic appeal of the entrances to the City and insure the high scenic quality of natural and manmade elements viewed from the Parkway (33.28). These objectives appear to have been met, as per the evaluation within the “Aesthetics” discussion above.

Martinez General Plan (Housing Element)

The project is consistent with the City’s most recent Housing Element (2009), in that high density is being provided where appropriate (3.1), and is adding to the mix of the City’s housing opportunities, especially adding housing that is affordable to first time buyers (3.6).

Martinez Zoning Ordinance (Title 22 of the Martinez Municipal Code)

ZONING DISTRICT DEVELOPMENT STANDARDS:

The site’s current zoning designation, R-40 (one-family residential, 40,000 sq. ft. minimum lot size) is inconsistent with both the existing and proposed General Plan (John Muir Parkway Specific Area Plan) designation of “Residential 7-12 Units/Acre.” The proposed designation of R 3.5/PUD overlay (Family Residential, 3,500 sq. ft site area per unit, 4,000 sq. ft. minimum lot size) achieves consistency with the General Plan for a portion of the site that is not designated Open Space. The proposed site plan is generally consistent with the development standards of the R-3.5 District (including maximum density and minimum yards). The flexible standards of the PUD overlay are primarily needed for the parcelization of the individual “townhouse” units, with no individual side yards and lots of less than 4,000 sq. ft. in size.

One of the potentially significant conflict is the requested exception to the normally permitted maximum height limit of 25’ and two stories. While the two single family units at the site’s summit are in compliance with this standard, the 80 multiple-family units are all three stories, with heights ranging from approximately 35’ to 40’. Fortunately, the topography of the site can, in most cases, accommodate the added height without a negative impact, as most units are either against the much taller hill and/or not adjacent to homes and opens space areas. But as per the evaluation within the “Aesthetics” discussion above, the visual height of units adjacent to Donaleen Court and the California Hiking and Riding Trail could be a significant impact without mitigation.

USABLE OPEN SPACE STANDARDS:

The R-3.5 zoning district requires 500 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 40 sq. ft. in size. The site plan also includes an approximately 2,000 square feet area behind Buildings 2 and 3 that is designated for a tot lot. However, this area would be limited in its use and does not provide a recreation area for adults. Approximately 3 acres of the site will remain unbuilt and will be landscaped as passive open space. These three acres meet the Zoning Ordinance's technical definition of Usable Open Space, and thus more than 500 square feet per unit will be provided. But while the minimum standards have been met, the quality of the project's open space can be improved.

HILLSIDE DEVELOPMENT REGULATIONS (CHAPTER 22.33 OF THE ZONING CODE)

Hillside Development Regulations contain quantitative (i.e. "slope density") and qualitative development standards to implement the City general plan policy of maintaining and protecting the natural hillside areas from overbuilding and visually intrusive development. Given that the site has been previously mass graded for use as a storage facility, City policy exempts such proposals from the specific additional standards of the Hillside Development Regulations. General and Specific Area Plan policies in regards to aesthetics are still applicable, as per the previous discussions.

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.

Mitigation Measure Land Use and Planning 1: The applicant shall submit and receive design review approval for a revised design of Building 7 (Units 51-54) and Building 8 (Units 45 to 50) providing the appropriate landscape transitions to the California Hiking and Riding Trail and single family areas, as required by the John Muir parking Specific Area Plan, as more fully described in Mitigation Measures for Aesthetics 1 and 3.

XI. MINERAL RESOURCES

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

Discussion:

a-b). There are no known mineral resources or mineral resource recovery in the area. Thus no impacts to mineral resources are anticipated to occur as a result of the proposed project.

XII. NOISE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project result in: | | | | |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a) The Noise Element of the General Plan requires new residential development to comply with a "normally acceptable" noise acceptable. Noise impacts and possible mitigation measures have been evaluated in a technical report ("Environmental Noise Assessment") prepared by Illingworth & Rodkin Inc., dated November 17, 2010. The primary source of permanent exterior noise for this project will come from SR4 and the adjacent commercial center. Exterior noise levels were shown to exceed those levels during the day and at night remained just below the threshold. To achieve necessary noise reduction the residences with a line of sight to SR4 will require sound attenuation systems that are standard building practice to reduce interior noise from exterior sources. The addition of landscaping will also reduce the exterior noise at the project site.

b) The project is expected to utilize traditional methods of construction and ordinary

types of equipment to construct the project. Although there are anticipated to be temporary ground vibrations associated with the grading and building phases of the project, it is not anticipated that the vibrations would be of a unique or significant magnitude.

c) Although the number of residential units would increase as a result of this project, it is anticipated that the impacts related to noise would be in consistent with the existing contiguous residential and commercial developments in the neighborhood.

d) See a above.

e-f) The project is not located near a private or public landing strip.

Mitigation Measures: Require forced air mechanical ventilation and sound attenuation systems as part of standard residential constructions.

Mitigation Measure Noise 1: Provide forced air mechanical ventilation and/or sound attenuating windows and doors as needed, to assure interior noise level within units do not exceed 45 dBA. Subject to review and approval of the Chief Building Official, such measures shall include the following or equivalent measures:

- 1) Forced air mechanical ventilation shall be provided for units with facades having line of sight with SR 4.
- 2) Building 1 shall have sound rated windows with ratings ranging from STC 28-30.
- 3) All townhomes with first row facades facing toward SR 4 (Buildings 2-3, 9-13) and the two single family houses (units 81 and 82) shall have sound rated windows with ratings ranging from STC 26-28.

XIII. POPULATION AND HOUSING

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-------------------------------------|
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a) The project would add 82 dwelling units to the City's housing stock. According to the City's Housing Element of the General Plan, there are a total of 14,359 occupied dwelling units in the city with an average Household size of 2.43. Therefore, the project would add approximately 199 persons to the estimated 2010 city population of approximately 35,425 which represents a population increase of less than 1%. The project is not expected to induce any substantial population growth because the City is largely built-out; the project-related population increase is very small. No mitigation measures are necessary.

b-c) The site is currently being used for vehicle storage, there are no residential units being demolished or removed as a result of this project, therefore there is no displacement of persons nor need to provide replacement housing at another location.

XIV. 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: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-------------------------------------|
| Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

Although development of the site will increase the demand for fire services, additional facilities and or firefighters will not be required to meet the demands resulting from the implementation of this project. The site will be designed and developed with all requirements established by the Uniform Fire Code, the Contra Costa Fire Protection Department policies and other applicable regulatory procedures related to fire safety.

Furthermore, the Contra Costa County Fire Protection Department (CCCFPD) provides fire and emergency services to residents of the City of Martinez as well as the proposal area. There would be no change in service since the County currently serves this area and will continue after construction of the project.

The intensity of development will not result in an increase in the number of police calls as a result of crowded conditions. The proposed development will not have an impact on public services as follows:

- The change in land use and the potential build out of the site is not expected to create an impact on other public services.
- The potential population would not create an impact on local parks/recreation facilities. City code requires the applicant to pay park dedication fees to offset impacts on existing park facilities.
- The change in land use and the potential build out of the site is not expected to create an impact on other public services.
- The applicant will be required to pay all applicable fees as mandated by State Law.
- The applicant will be required to pay all applicable city fees as mandated by the City.

XV. RECREATION

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a) The additional of 82 units will not create a significant demand for parks or recreational facilities. The development provides for a tot lot and is adjacent to a hiking and horseback-riding trail.
- b) There are no recreational facilities proposed in the subdivision plans, however a tot lot is proposed and there will be access to the existing hiking and horseback riding trail located at the rear of the project site. City code requires the applicant pay any appropriate park dedication fees.

XVI. TRANSPORTATION/TRAFFIC

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|---------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including but limited to the level of service standards and travel demand measures, or other standards established by the County congestion management agency or designated roads or highways | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a) The project is proposed to include the development of 80 townhomes, two single family home and 21 guest parking spaces for the town home units. Access to the site is from a single driveway from Muir Station Road. Trip generation data used to quantify the number of trips is contained in the Institute of Transportation Engineers entitled Trip Generation 8th Edition. Build out of the project will generate 56 a.m. peak hour trips and 64 p.m. peak hour trips. Four intersections were evaluated to quantify levels of service. They are as follows: Muir Station Road at Alhambra Way; Muir Station Road/ project access driveway; Muir

Station Road and Shopping Center access and Muir Station Road and Center Avenue. Existing levels of service are “A” and “B”, the addition of project generated traffic to existing traffic conditions will not affect levels of service, and satisfactory intersections will result. The applicant has provided a “Traffic Impact Analysis” prepared by KD Anderson and Associates (dated November 16, 2010-), documenting that trip generation from the proposed 82-unit residential development.

- b) The projected vehicle volumes would not exceed projected levels of service either individually or cumulatively.
- c) The proposed new land use does not affect air traffic patterns.
- d) While the added volumes from the site, with 82 proposed units, would itself have a less than significant impact when compared to existing volumes on Muir Station Road and Center Avenue, specific characteristics of the existing and proposed circulations system could have a significant impacts due to increased hazards, unless mitigated:
 - (i) Hazard Impacts on Existing Conditions: The project is increasing the peak traffic left turn turning movement on Muir Station Road/Muir Road at Center Avenue. This intersection experienced higher traffic accident rates than similar intersections in the City of Martinez. (SOURCE Tim Tucker, City Engineer, City of Martinez, May 2, 2011). Modifying the existing signal to split the phases for eastbound and westbound traffic would mitigate the potentially increased hazard.
 - (ii) Hazard Impacts from Proposed Internal Circulation: The main internal access drive has two constricted curves, one at the vicinity of Unit 19, the other at Unit 73. The limited maneuvering room, line-of-sight and potential conflicts with residents backing out of driveways has lead the applicant’s traffic engineer to recommend the use of stop signs to “impose” a 15 mph design speed. (SOURCE: “Traffic Impact Analysis” prepared by KD Anderson and Associates, November 16, 2010). Since it is generally not advisable to use stop signs as speed control devices, a mitigation measure is proposed to require the access drive be realigned so that a WB-40 vehicle can negotiate these two curves without encroaching into the opposing travel lane.

Mitigation Measure Traffic 1: To reduce the potential hazards from left turn maneuvers, the applicant shall either: a) as part of the project’s improvement plans, include improvements to the traffic signal at the Center Avenue & Muir Station Road/Muir Road intersection, providing split phases for the eastbound and westbound traffic, with a left turn arrow to be mounted on the existing overhead signal heads, or b) provide fair share funds for these traffic mitigation improvement, above standard traffic mitigation fees, in an amount to be determined by the City Engineer.

Mitigation Measure Traffic: 2 To reduce the potential hazards from the constrained

maneuvering room and limited line-of-sight in the vicinity of Units 19 and 71, the site plan shall be modified and the access drive realigned, so that a WB-40 vehicle can negotiate these two curves without encroaching into the opposing travel lane.

- e) The proposed site plan will provided adequate emergency access.
- f) No conflicts with alternate transportation programs will result.

XVII. UTILITIES AND SERVICE SYSTEMS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-b) The proposed change in land use designation, and proposed development, will not cause an increase in wastewater treatment requirements that would exceed current carrying capacity, nor will the project result in the need to construct new water or wastewater treatment facilities.

c) The existing downstream storm drain system is already impacted and thus inadequate to convey the added run off from the proposed development (SOURCE Tim Tucker, City Engineer, City of Martinez, May 2, 2011) Future development will be required to provide on-site storm drainage that would be

- conveyed into the existing system, which as mitigation, will need to be upgraded to convey this added drainage within a storm sewer directly into Alhambra Creek.
- d-e) The proposed project is located within the service areas of the wastewater provider (Mt. View Sanitary District) and water supplier (Contra Costa Water District). As such, development of the site has been considered in the purveyors' projections to serve.
- f) The City of Martinez is currently served by Allied Waste, which handles solid waste and recycling services for the City. All household refuse is first taken to the Allied Waste transfer station (unincorporated area of Martinez.), and that which is not recycled is taken to the Keller Canyon Landfill in Pittsburg, which has sufficient capacity for the County's wastestream.
- g) There is no impact because this question does not pertain to the project.

Mitigation Measure Utilities 1: The applicant shall, as part of the project's improvement plans, provide a storm drain system to collect and convey storm water runoff to adequate downstream facilities (Alhambra Creek), to the satisfaction of the City Engineer.

Discussion:**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a-c) The change in the land use designation and resultant residential development will not substantially degrade the environment, create cumulative impacts or cause substantial adverse effects on human beings. This is a very small project for consideration by the CEQA process, and normally an infill exemption would apply had it not been for the land use changes sought by the applicant. No significant impact is anticipated by this project.

References

City of Martinez, 1973. *Martinez General Plan*. Martinez, CA.

City of Martinez, 1978. *John Muir Specific Area Plan*. Martinez, CA. May 2, 1978.

City of Martinez, 1995. *General Plan Amendments from 1973 to January 1995*.
Martinez, CA.

City of Martinez, 2009. *Climate Action Plan*. Martinez, CA. June 3, 2009.

Attachments:

A. Air Quality, Health Risk and Greenhouse Gas Analysis – Summary and Addendum by Michael Brandman Associates, April 2011

Technical Reports (available under separate cover):

1. Air Quality, Health Risk and Greenhouse Gas Analysis report prepared by Michael Brandman Associates, November 2010

2. Geotechnical Review of Vesting Tentative Map prepared by ENGEO Incorporated, November 5, 2010

3. Environmental Noise Assessment prepared by Illingworth & Rodkin Inc., dated November 17, 2010

4. Traffic Impact Analysis prepared by KD Anderson and Associates, dated November 16, 2010

RESOLUTION NO. PC 12-04

**A RESOLUTION OF THE PLANNING COMMISSION
 OF THE CITY OF MARTINEZ,
 RECOMMENDING DENIAL TO THE CITY COUNCIL OF AN AMENDMENT TO THE
 GENERAL PLAN AND ZONING MAP, ADOPTION OF A PLANNED UNIT
 DEVELOPMENT (PUD) OVERLAY DISTRICT, AND APPROVAL OF A PUD PLAN
 AND VESTING TENTATIVE MAP FOR THE DEVELOPMENT OF UP TO 80
 ATTACHED SINGLE FAMILY AND 2 SINGLE FAMILY HOMES (PLANNED UNIT
 DEVELOPMENT ("LAUREL KNOLLS") ON 6.83 ACRE, PARCEL LOCATED AT 370
 MUIR STATION ROAD
 (APN: 162-263-006 & 009)
 GPA #09-01, REZ #09-01, PUD #09-01, SUB#9263)**

WHEREAS, the City of Martinez has received a request for a General Plan Amendment for approximately 2 acres of the project site from the (John Muir Parkway Specific Area Plan) designation of "Open Space" to "Residential: 7-12 Units/Gross Acre"; and to rezone the entire 6.83 acre site from R-40; (Single family residential, 40,000 sq. ft. minimum site area) to R-3.5/PUD overly (Family Residential, minimum 3,500 square feet per dwelling unit) Planned Unit Development Overlay; and PUD plan/Vesting Tentative Map for the construction of up to 80 attached single family development and 2 single family homes;

WHEREAS, pursuant to Section 15270 of the California Environmental Quality Act (CEQA) this project is exempt for the purpose of denial; and

WHEREAS, the Planning Commission of the City of Martinez held a duly noted public hearing on August 14, 2012 and October 23, 2012, and listened to testimony from the public.

NOW, THEREFORE, the Planning Commission of the City of Martinez resolves as follows:

1. That the above recitals are found to be true and constitute part of the findings upon which this resolution is based.
2. That the City Council deny the requested General Plan Amendment 09-01 to replace the current General Plan designation of Open Space to Residential 7-12 Units/Gross Acres as such density as shown on the site plan would not be compatible with the surrounding neighborhood and therefore not in the public interest.
3. That the City Council deny Rezone 09-01 as the density permitted under the requested R3.5/PUD because the project as proposed would not be consistent with the surrounding neighborhood and its site plan is not of superior.
4. That in order to recommend deny of the Planned Unit Development (PUD) Overlay District and PUD plan, with the requested exceptions to the R-3.5 Zoning District that are being proposed with Subdivision #9263, the Planning Commission must make the following findings, which it hereby does:

- a. **The proposed PUD Plan development is in conformance with the applicable goals and policies of the general plan and any applicable specific plan;**

The John Muir Parkway Specific Area Plan (SAP) was adopted in the 1970's; the southerly portion of the site was designated as "open space." The SAP includes specific policy direction in regards to fitting higher density development into areas where there are existing single-family neighborhoods as follows: "When a proposed multiple family residential development is near an existing single family or lower density multiple family development, the Planning Commission shall require appropriate transition elements in the approved development plan, such as landscape buffers, building setbacks equal to or larger than those required in a adjacent zone district, minimization of grade differences to avoid visual impact and loss of privacy, different types of units which are more compatible with those existing on adjacent property, lower density assembly of small parcels into one large design flexibility, provision of project access from collector streets rather than existing residential streets."

The two-acre parcel that is designated open space is partially graded and is part of the existing storage facility. The open space designated was intended to provide a buffer between development and the hiking trail. Placement of units along and down the hill is not in keeping with policy of preserving open space areas as buffers. The volume and location of the proposed structures is not in keeping with the SAP in that the area is to serve as a buffer between the hiking trail and the surrounding lower density development.

- b. **The proposed PUD Plan development can be adequately, conveniently, and reasonably served by public conveniences, facilities, services, and utilities;**

The proposed plan development is immediately adjacent to a shopping centers and in walking distance to existing restaurants, a movie theater and bus routes. In addition the area is largely developed except for this site, therefore all utilities are existing. However the project did not include adequate connection between the project and the commercial shopping center since there are no sidewalks on both sides of the street due to site plan constraints. There is no internal connection between the development and the shopping center requiring residents in the uppermost portion of the site to walk a great distance down or uphill to reach Muir Road or their residence after visiting the shopping center. As proposed the Plan Development cannot be adequately, conveniently or reasonably be served by public services because of the topography and layout of the site as well as distance for residents on a limited pathway that is not directly connected to the shopping center.

- c. **Streets and pedestrian facilities adequate in width and pavement type to carry the quantity and type of traffic expected to be generated by the proposed development;**

While the existing streets are improved to carry vehicular traffic from this site, there is no on-street guest parking and the allocation of guest parking is

unevenly distributed.

- d. **The proposed PUD Plan development concepts are reasonably suited to the specific characteristics of the site and the surrounding neighborhood and the site is physically suitable for the type and density/intensity of development being proposed, adequate in shape and size to accommodate the use and all fences and walls, landscaping, loading, parking, yards, and other features required by this title;**

The site is a 6.8 acre site and is well suited for development of this type. The property is largely vacant with no permanent structures. Although it has been improved with some utilities and graded to accommodate the existing RV storage that occupies the site. The layout as proposed creates a development built along the edges of the site with three story structures, high retaining walls and narrow streets. The applicant proposes a dense development laid out in a fashion that results in limited private open space, visual impacts along the property line and long cavernous streets leading to limited opportunities for pedestrians and therefore as proposed is not suitable to the site.

- e. **The proposed PUD Plan would produce a comprehensive development of superior quality (e.g., appropriate variety of structure placement and orientation opportunities, appropriate mix of land uses and structure sizes, high quality architectural design, increased amounts of landscaping and open space, improved solutions to the design and placement of parking facilities, etc.) than might otherwise occur from more traditional development applications;**

The project site plan is not appropriate in that the site has been laid out with no proposed changes to the topography of the site. The end result is a long snaking street with units placed along the edges of the street and along property lines. The applicant has requested exceptions to the height limitation and setbacks to accommodate this design. The applicant proposes a development with three story structures and "tuck under" parking which is appropriate design for infill developments and could be achieved by proposing a site plan that included grading of the site to accommodate more units in the center of the site and buffers for the adjacent properties and the hiking trail. As proposed the site is designed in a manner that is not sensitive to the adjacent properties, due to the placement of units along property lines, building of retaining walls along property lines with little or no landscape buffers and lack of private and public open space this project cannot be considered of superior quality.

- f. **The location, access, density/building intensity, size and type of uses proposed in the PUD Plan are compatible with the existing and future land uses in the surrounding neighborhood.**

This infill site and its location would be appropriate for this building type and density. The development proposal is not compatible with existing development in the area because it proposes structures along property boundaries with large retaining walls, no buffer and limited to no landscaping in addition there is no

private open space except for small balconies and public open space is provided along the hillside. There will be a long term impact on existing and future land uses in the surrounding neighborhood because of the visual impacts and inadequate private and public open space on the site.

5. All the findings contained above are part and parcel of this Resolution and are incorporated herein by this reference.

NOW, BE IT FURTHER RESOLVED that the Planning Commission recommends to the City Council the exemption of the proposed Mitigated Negative Declaration for the purposes of denial and recommends denial of an amendment to the General Plan and Zoning Map, adoption of a Planned Unit Development (PUD) overlay district, and approval of a PUD plan and vesting tentative map for the development of a up to 80 attached single family and 2 single family homes.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a resolution duly adopted by the Planning Commission of the City of Martinez at a regular meeting of said Commission held on the 13 of November 2012:

AYES: Burt, Ford, Keller, Glover & Allen

NOES: Waggener

ABSENT: Kelly & Blair

ABSTAINED:

BY: 
Corey M. Simon
Senior Planner/Clerk Pro Tem

RESOLUTION NO. -13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARTINEZ DENYING AN AMENDMENT TO THE GENERAL PLAN AND DENYING AN AMENDMENT TO THE ZONING MAP TO PLANNED UNIT DEVELOPMENT (PUD) OVERLAY DISTRICT, A PUD PLAN AND VESTING TENTATIVE MAP FOR THE DEVELOPMENT OF UP TO 80 ATTACHED SINGLE FAMILY AND 2 SINGLE FAMILY HOMES (PLANNED UNIT DEVELOPMENT ("LAUREL KNOLLS") ON 6.83 ACRE, PARCEL LOCATED AT 370 MUIR STATION ROAD (APN: 162-263-006 & 009) GPA #09-01, REZ #09-01, PUD #09-01, SUB#9263)

WHEREAS, the City of Martinez has received a request for a General Plan Amendment for approximately 2 acres of the project site from the (John Muir Parkway Specific Area Plan) designation of "Open Space" to "Residential: 7-12 Units/Gross Acre"; and to rezone the entire 6.83 acre site from R-40; (Single family residential, 40,000 sq. ft. minimum site area) to R-3.5/PUD overly (Family Residential, minimum 3,500 square feet per dwelling unit) Planned Unit Development Overlay; and PUD plan/Vesting Tentative Map for the construction of up to 80 attached single family development and 2 single family homes; and

WHEREAS, the Planning Commission of the City of Martinez held a duly noted public hearing on August 14, 2012 and October 23, 2012, and listened to testimony from the public; and

WHEREAS, the Planning Commission of the City of Martinez held a duly noted public hearing on November 13, 2012 and listened to testimony from the public and recommended to the City Council denial of an amendment to the General Plan and Zoning Map, Adoption of a Planned Unit Development Overlay District and a Vesting Tentative Map for Development of up to 80 townhomes and 2 single family homes; and

WHEREAS, the City Council of the City of Martinez held a duly noted public hearing on March 20, 2013 and listened to testimony from the public and requested additional information from the applicant and continued the hearing.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Martinez finds and resolves as follows:

1. That the above recitals are found to be true and constitute part of the findings upon which this resolution is based; and

2. That pursuant to The Guidelines adopted pursuant to the California Environmental Quality Act (CEQA), California Code of Regulations Title 14, Chapter 3, Section 15270 this project is exempt from CEQA due to the fact that CEQA does not apply to project which a public agency rejects or disapprove; and

3. The City Council denies the requested General Plan Amendment 09-01 requesting an amendment from the designation of Open Space to Residential 7-12 Units/Gross Acres on the southerly two acres of the project site as the location of the proposed units shown on the site plan are inconsistent with the intent of the existing Open Space designation, which is to provide a buffer between the California Hiking and Riding Trail and low density single family homes to the south and the northerly portion site already designated for medium density housing. The current proposal would therefore not be compatible with the surrounding neighborhood and therefore not in the public interest; and

4. The City Council denies Rezone 09-01 to rezone the entire 6.83 acre site from R-40 to the requested R-3.5/PUD Zoning District, as the maximum permitted density allowed under the proposed R-3.5 Base Zoning Designation would not be consistent with the General Plan or the surrounding neighborhood, and the PUD site plan with its proposed PUD overlay zoning district is not of superior quality when compared to development conforming to the R-3.5 Zoning District's conventional development standards.

5. The City Council denies the Planned Unit Development (PUD) Overlay District and PUD plan, with the requested exceptions to the R-3.5 Zoning District that are being proposed with Subdivision #9263 based on the following findings:

- a. **The proposed PUD Plan development is not in conformance with the applicable goals and policies of the general plan and any applicable specific plan;**

The John Muir Parkway Specific Area Plan (SAP) was adopted in the 1970's; the southerly portion of the site was designated as "open space." The SAP includes specific policy direction in regards to fitting higher density development into areas where there are existing single-family neighborhoods as follows: "When a proposed multiple family residential development is near an existing single family or lower density multiple family development, the Planning Commission shall require appropriate transition elements in the approved development plan, such as landscape buffers, building setbacks equal to or larger than those required in a

adjacent zone district, minimization of grade differences to avoid visual impact and loss of privacy, different types of units which are more compatible with those existing on adjacent property, lower density assembly of small parcels into one large design flexibility, provision of project access from collector streets rather than existing residential streets."

The two-acre parcel that is designated open space is partially graded and is part of the existing storage facility. The open space designated was intended to provide a buffer between development and the hiking trail. Placement of units along and down the hill is not in keeping with policy of preserving open space areas as buffers. The volume and location of the proposed structures is not in keeping with the SAP in that the area is to serve as a buffer between the hiking trail and the surrounding lower density development.

- b. **The proposed PUD Plan development as designed can not be adequately, conveniently, and reasonably served by public conveniences, facilities, services, and utilities;**

The proposed planned development is immediately adjacent to a shopping center and in walking distance to existing restaurants, a movie theater and bus routes. In addition, the area is largely developed except for this site, therefore all utilities are existing. However the project did not include adequate connection between the project and the commercial shopping center since there are not sidewalks proposed on both sides of the street due constraints of the proposed site plan. There is no internal connection between the development and the shopping center. This would require residents in the uppermost portion of the site to walk a great distance down or uphill to reach Muir Road or their residence after visiting the shopping center. As proposed the Planned Development cannot be adequately, conveniently or reasonably be served by public services because of the topography and layout of the site as well as distance for residents on a limited pathway that is not directly connected to the shopping center.

- c. **Streets and pedestrian facilities are not adequate in width and pavement type to carry the quantity and type of traffic expected to be generated by the proposed development;**

While the existing streets are improved to carry vehicular traffic from this site, there is limited on-street guest parking and the allocation of guest parking for the site is unevenly distributed.

- d. **The proposed PUD Plan development concepts are not reasonably suited to the specific characteristics of the site and the surrounding neighborhood and the site is not physically suitable for the type and density/intensity of development being proposed, adequate in shape and size to accommodate the use and all fences and walls, landscaping, loading, parking, yards, and other features required by this title;**

The property is largely vacant with no permanent structures. Although it has been improved with some utilities and graded to accommodate the existing RV storage that occupies the site. The layout as proposed creates a development built along the edges of the site with three story structures, high retaining walls and narrow streets. The applicant proposes a dense development laid out in a fashion resulting in limited private open space, visual impacts along the property line and long cavernous streets leading to limited opportunities for pedestrians and therefore as proposed the development is not suitable to the site.

- e. **The proposed PUD Plan would not produce a comprehensive development of superior quality (e.g., appropriate variety of structure placement and orientation opportunities, appropriate mix of land uses and structure sizes, high quality architectural design, increased amounts of landscaping and open space, improved solutions to the design and placement of parking facilities, etc.) than might otherwise occur from more traditional development applications;**

The project site plan is not appropriate in that the site has been laid out with no proposed changes to the topography of the site, placing three story buildings at the perimeter of the site and thus intensifying the potential conflict between surrounding open space and lower intensity uses. The center of the site would remain a previously graded hilltop with little vegetation. The result of retaining the existing but unnatural landform is a long snaking street with units placed along the edges of the street and immediately adjacent to neighboring properties. The applicant has requested exceptions to the normal R-3.5 District's height limitations to allow three story structures to accommodate this design. As proposed

the site is designed in a manner that is not sensitive to the adjacent properties, due to the placement of units along their property lines, building of retaining walls along property lines with little or no landscape buffers and lack of private and public open space. Therefore, the proposed PUD plan cannot be considered of superior quality.

- f. **The location, access, density/building intensity, size and type of uses proposed in the PUD Plan are not compatible with the existing and future land uses in the surrounding neighborhood.**

This infill site and its location would be appropriate for this building type and density. However, the development proposal is not compatible with existing development in the area because it proposes structures along property boundaries with large retaining walls, no buffer and limited to no landscaping in addition there is no private open space except for small balconies and public open space is provided along the hillside. There will be a long term impact on existing and future land uses in the surrounding neighborhood because of the visual impacts and inadequate private and public open space on the site.

* * * * *

I HEREBY CERTIFY that the foregoing is a true and correct copy of a resolution duly adopted by the City Council of the City of Martinez at a regular meeting thereof held on the 15th day of May, 2013:

AYES:

NOES:

ABSENT:

RICHARD G. HERNANDEZ, CITY CLERK
CITY OF MARTINEZ

ATTACHMENT #6

May 8, 2013

City Council
City of Martinez
525 Henrietta St
Martinez, CA 94553



RE: Petition To Stop Approval of Laurel Knowles As Proposed

Dear City Council Members:

My name is Johlene Martin and I am a long time resident of Alhambra Way near the intersection of Pleasant Hill Road East and Muir Station Road. I attended your March 20th meeting where I learned the details of the Laurel Knowles Development Project. I reviewed the Initial Study and am in opposition to the project.

Enclosed please find a written petition with many signatures of residences of Martinez also in opposition of the proposed Laurel Knowles Development Project. I strongly encourage you to reconsider your decision and vote NO on this new development.

Thank you,

Johlene Martin

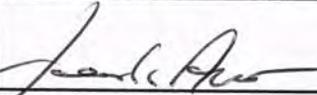
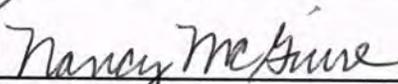
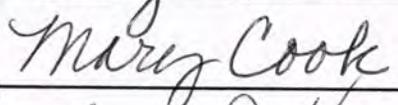
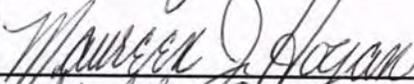
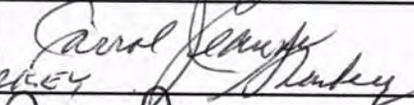
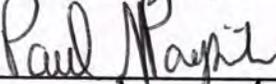
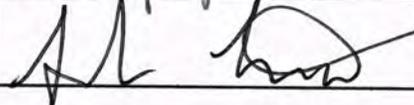
Petition to Block Laurel Knolls Construction

Background: City of Martinez is considering approving a proposal to allow construction of 80 attached single family homes and 2 single family homes located between Nob Hill Shopping Center and Grace Episcopal Church along Muir Station Road in Martinez. By the City's approval, this would allow the rezoning of 2 acres from "Open Space" to "Residential" and rezone 6.83 acre from R-40 to R3.5/PUD.

Petition Purpose: The Initial Study (CEQA) which was prepared for the purpose of assessing the environmental impacts did not adequately address the the impacts to (1) Transportation/Traffic, (2) Geology/Soils, (3) Aesthetics, (4) Pulic Services, and (5) Biological Resources

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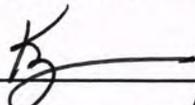
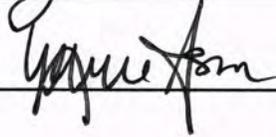
Address: 370 Muir Station Road, Martinez

| | Printed Name | Signature | Address |
|----|----------------------|---|--------------------------------|
| 1 | Ashleigh Leal |  | 4441 Alhambra Way Mtz. 94553 |
| 2 | MICHAEL AITA |  | 4440 ALHAMBRA WAY MTZ 94553 |
| 3 | JOSEPH P. AITA |  | 4440 ALHAMBRA WAY MTZ 94553 |
| 4 | Nancy McGuire |  | 4451 Alhambra Way Mtz 94553 |
| 5 | Mary Cook |  | 4461 Alhambra Way, Mtz |
| 6 | MAUREEN J. HOGAN |  | 4470 Alhambra Way Mtz. |
| 7 | W.R. SHARKEY III |  | 4551 ALHAMBRA WAY 1, MTZ |
| 8 | ARROL JEANNE SHARKEY |  | 4551 ALHAMBRA WAY MTZ |
| 9 | Paul J Panepinto |  | 4531 Alhambra Way Mtz. |
| 10 | ANDREW LUTKUS |  | 4530 ALHAMBRA WAY MTZ 94553 |

Petition to Block Laurel Knolls Contruction

| | Printed Name | Signature | Address |
|----|--------------------|--------------------|-------------------------------------|
| 11 | Bill Adams | Bill Adams | Martinez 94553 4555 Alhambra Way |
| 12 | Kelly Cady | K. Cady | 4521 Grothman Ln |
| 13 | Doreen Watson | Doreen Watson | 4515 Grothman Lane |
| 14 | Breanne Watson | Breanne Watson | 4515 Grothman Lane |
| 15 | SOHLENE E. MARTIN | Sohlene E. Martin | 4450 ALHAMBRA WAY |
| 16 | Rosemary Cady | R. Cady | 4521 Grothman Lane |
| 17 | PATRICIA CORA | Patricia Cora | 4701 Tahoe Circle |
| 18 | Kristina Gery | Kristina Gery | 4545 Grothman Lane |
| 19 | MICHAEL GERY | Michael Gery | 4545 GROTHMAN LANE |
| 20 | Lawrence Schobberg | Lawrence Schobberg | 4520 Grothman Lane |
| 21 | Diane Aita | Diane Aita | 4440 Alhambra Way |
| 22 | Earl Heaps | Earl Heaps | 4511 Alhambra Way |
| 23 | STEVE BRADY | Steve Brady | 3024 CRESTA ROAD |
| 24 | Deborah Long | Deborah Long | 2984 Lupton Rd Mtz |
| 25 | TODD LONG | Todd Long | " " " |
| 26 | Martha Joseph | Martha Joseph | 4601 Tahoe Dr. Martinez. |
| 27 | Charlotte Ginn | Charlotte Ginn | 4425 Pleasant Hill Rd East Mtz |
| 28 | THOMAS J COOK | Thomas J Cook | 4461 ALHAMBRA WAY MTZ |
| 29 | RAMYI ASTON | Ramyi Aston | 4460 Alhambra way Mtz |

Petition to Block Laurel Knolls Contruction

| | Printed Name | Signature | Address |
|----|----------------|---|---|
| 30 | Ryan Aston | Ryan Aston | 4460 Alhambra Way Martinez, CA 94553 |
| 31 | Maureen French | Maureen L. French | 4724 Tahoe Circle Martinez, CA 94556 |
| 32 | Karin Soper |  | 10 Barber Lane Martinez Ca 94553 |
| 33 | Lauree Aston |  | 4460 Alhambra Way Mtz 94553 |
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Collected by Ed Hamlin
Petition to Block Laurel Knolls Construction

Background: City of Martinez is considering approving a proposal to allow construction of 80 attached single family homes and 2 single family homes located between Nob Hill Shopping Center and Grace Episcopal Church along Muir Station Road in Martinez. By the City's approval, this would allow the rezoning of 2 acres from "Open Space" to "Residential" and rezone 6.83 acre from R-40 to R3.5/PUD.

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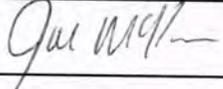
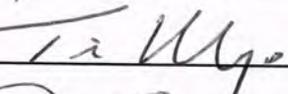
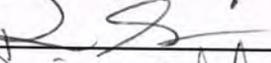
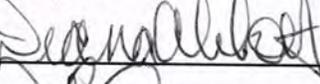
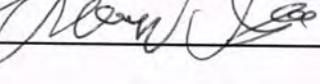
Address: 370 Muir Station Road, Martinez

| | Printed Name | Signature | Address | Email |
|----|-----------------------|--------------------------|---|-------|
| 1 | SUSAN RICHMAN | <i>Susan Richman</i> | 4269 ALHAMBRA WAY MARTINEZ | |
| 2 | NICK SLOWKOSKI | <i>Nick Slowkoski</i> | 4219 ALHAMBRA WAY MARTINEZ | |
| 3 | JIM McGUIRE | <i>Jim McGuire</i> | 4129 ALHAMBRA WAY MARTINEZ, CA | |
| 4 | Jeanette Bunch | <i>Jeanette Bunch</i> | 4119 Alhambra Way Martinez, CA | |
| 5 | DONNAN WILSON | <i>Donnan Wilson</i> | 4109 Alhambra Way Martinez, Ca 94553 | |
| 6 | CARLOS B. LOPEZ | <i>Carlos B. Lopez</i> | 4109 ALHAMBRA WAY MARTINEZ CA 94553 | |
| 7 | MARCUS KANE | <i>Marcus Kane</i> | 159 ARANA DR. MARTINEZ, CA 94553. | |
| 8 | PATRICIA DEMPSTER | <i>Pat Dempster</i> | 641 Walnut Ave Martinez Ca 94553 | |
| 9 | JULIE BOLSTAD | <i>Julie Bolstad</i> | 628 Walnut Ave Martinez, Ca | |
| 10 | SCOTT BOLSTAD | <i>Scott Bolstad</i> | 628 WALNUT AVE. Martinez, Ca | |
| 11 | <i>Randy Williams</i> | <i>Randy Williams</i> | 628 Walnut Ave | |
| 12 | Ray Williams | <i>Ray Williams</i> | 634 Walnut Ave - Martinez Ca 94553 | |
| 13 | Brittany Williams | <i>Brittany Williams</i> | 634 Walnut Ave Martinez | |
| 14 | Kristina Williams | <i>Kristina Williams</i> | 634 Walnut Ave, Martinez Ca 94553 | |

Petition to Block Laurel Knolls Construction

| | Printed Name | Signature | Address | Email |
|----|-------------------|-------------------|---------------------------------------|-------|
| 15 | MARIE THOMPSON | Marie Thompson | 4208 Alhambra Way ^{Martinez} | |
| 16 | Pick Carpenter | Pick Carpenter | 3950 Alhambra Way | |
| 17 | Kristi Carpenter | K Carpenter | 3950 Alhambra Way | |
| 18 | C. M. STATON | C. Staton | 4232 " " | |
| 19 | ERIKKA Daugherty | Erika Daugherty | 4040 Alhambra Way #2 | |
| 20 | Forest Caribbe | Forest Caribbe | 4032 Alhambra Way #2 | |
| 21 | Nancy Salter | Nancy Salter | 4040 Alhambra way #3 | |
| 22 | Edward Ogarossian | Edward Ogarossian | 4040 Alhambra Way #4 | |
| 23 | Briana Page | Briana Page | 4040 Alhambra way #5 | |
| 24 | Jeff Johnson | Jeff Johnson | 4040 Alhambra way #5 | |
| 25 | Joyce Miller | Joyce Miller | 4040 Alhambra way #5 | |
| 26 | Helen E HAMILTON | Helen E. Hamilton | 4032 Alhambra way #5 | |
| 27 | Dolores Gibbs | Dolores Gibbs | 4032 Alhambra way #4 | |
| 28 | DUSTIN BOND | Dustin Bond | 4032 Alhambra way #5 | |
| 29 | Susan Ogarossian | Susan Ogarossian | 4040 Alhambra Way #4 | |
| 30 | Jenny Starmack | Jenny Starmack | 1250 #3 Escobar St, Martinez 94553 | |
| 31 | Wendy VanWinkle | Wendy VanWinkle | 3920 Alhambra Way | |
| 32 | Claire Carr | Claire Carr | 6038 LINDEN LN. | |
| 33 | Paul Carr | Paul Carr | 6038 LINDEN LN | |
| 34 | Les Temple | Les Temple | 626 Linden Lane | |
| 35 | Hillary Drake | Hillary Drake | 620 Linden Lane | |
| 36 | Mark Drake | Mark Drake | 620 Linden Lane | |
| 37 | Joel Dolcovich | Joel Dolcovich | 603 Linden Lane | |

Petition to Block Laurel Knolls Construction

| | Printed Name | Signature | Address | Email |
|----|----------------|---|------------------------------------|-------|
| 38 | JOE McLENNAN |  | 611 LINDEN LANE MARTINEZ, CA. | |
| 39 | Tim Mayo |  | 627 Linden Ln Martinez CA 94551 | |
| 40 | Robin Sullivan |  | 134 Dardanelle DR | |
| 41 | Diana Abbott |  | 647 Linden Lane, MTZ | |
| 42 | T Grover |  | 651 Linden Lane MTZ | |
| 43 | Fred Gardner |  | 3851 Altamira way | |
| 44 | Lloyd Gibson |  | 3851 Altamira way | |
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Petition to Block Laurel Knolls Construction

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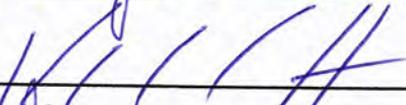
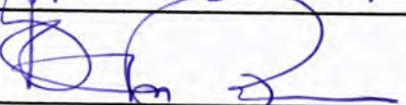
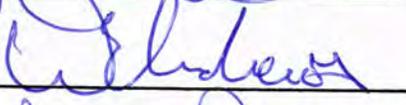
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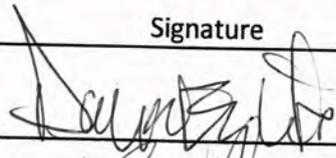
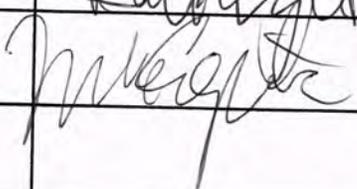
| | Printed Name | Signature | Address |
|----|-------------------|--------------------|-----------------------------------|
| 1 | Mary E Smith | Mary E Smith | 3910 Alhambra Wg Mtz |
| 2 | Wanda F. Bowen | Wanda F. Bowen | 41 Mulhill Rd Martinez 94553 |
| 3 | Sharon Kelly | Sharon Kelly | 536 Palm Ave 94553 |
| 4 | Joan Stockinger | Joan Stockinger | 1531 Grandview Av Mtz, 94553 |
| 5 | Geraldine Melin | Geraldine A. Melin | 442 Blue Ridge Dr, Mtz 94553 |
| 6 | Joyce Lindavis | Joyce Lindavis | 307 ADA DR PALMCO 94553 |
| 7 | Mary Ann Campbell | MARY ANN CAMPBELL | 970 GETTUN DR CONCORD 94518 |
| 8 | Patricia Marshall | Patricia Marshall | 1354 Ballhan Dr. Concord CA 94521 |
| 9 | Diane Hedlund | Diane Hedlund | 335 Lake Meadow Ct, Mtz 94553 |
| 10 | Audrey Haney | Audrey Haney | 8 Basworth Walk, Pl. Hill |

Petition to Block Laurel Knolls Construction

| | Printed Name | Signature | Address |
|----|-----------------------|---|--|
| 11 | MARIE V. CANANE | Marie V. Canane | 1001 CAMINO VERDE CIR WALNUT CREEK 94597 |
| 12 | Margaret L. Kerns | Margaret L. Kerns | 274 St. Moritz Way Martinez CA 94553 |
| 13 | Jacqueline J. Hillman | Jacqueline Hillman | 5155 Alhambra Valley Rd Martinez, Ca 94553 |
| 14 | DOROTHEA C. JACOBS | Dorothea C. Jacobs | 2220 Olympic Dr. Martinez, CA. 94553 |
| 15 | MARY LU BURCHARD | Mary Lu Burchard | 151 Donaldeen Court Martinez, CA 94553 |
| 16 | Koni Britton |  | 181 Donaldeen Ct MARTINEZ, CA 94553 |
| 17 | LOUISE BRITTON | Louise Britton | 181 Donaldeen Ct Martinez, CA 94553 |
| 18 | GLEN N PARKER |  | 189 DONALEEN CT 94553 |
| 19 | Reggy Parker | Reggy Parker | 189 DONALEEN CT 94553 |
| 20 | RICHARD B. McLAUGHLIN | Richard B. McLaughlin | 125 DONALEEN CT 94553 edwardhamilton121@comcast.net |
| 21 | Ed Hamilton |  | 121 Donaldeen Ct 94553 |
| 22 | Sabrina Bellatemi |  | 4530 Pleasant Hill Rd East MTZ 94553 |
| 23 | William Andrews |  | 131 Donaldeen Ct Martinez, CA 94553 |
| 24 | Bonnie Prato | Bonnie Prato | 141 Donaldeen Ct Martinez, Ca 94553 |
| 25 | Joe Prato | JOE PRATO | 141 DONALEEN CRT. Martinez, Ca 94553 |
| 26 | Obie ANDERSON | Obie Anderson | 185 DONALEEN CT MARTINEZ, CA 94553 |
| 27 | CONNIE CHANCE | Connie Chance | 4540 P.H. ROAD East MARTINEZ CA 94553 |
| 28 | Jody Sherrard | Jody Sherrard | 4550 P.H. Rd E. Martinez CA 94553 |
| 29 | Bill Sherrard | Bill Sherrard | 4550 P.H. Rd E. Martinez CA |

94553

Petition to Block Laurel Knolls Construction

| | Printed Name | Signature | Address |
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| 30 | Sana Edite |  | 45 20 Pleasant Hill Rd East |
| 31 | Mike Edite |  | Martinez (same) |
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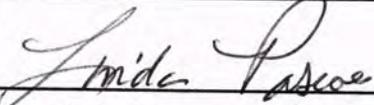
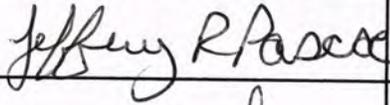
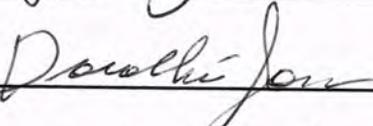
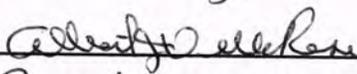
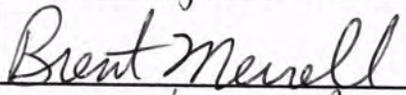
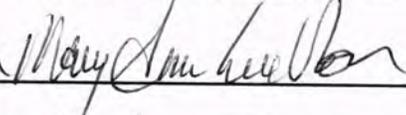
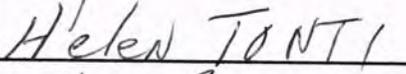
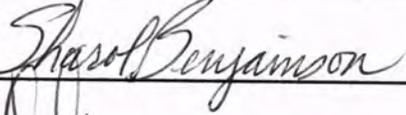
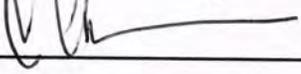
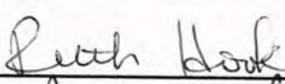
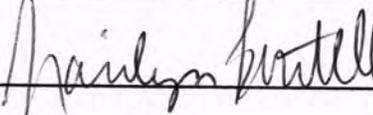
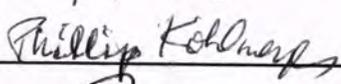
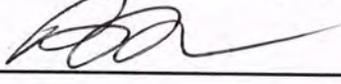
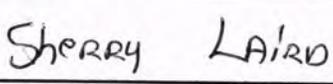
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Address: 370 Muir Station Road, Martinez

| | Printed Name | Signature | Address |
|----|-----------------|------------------|------------------------------|
| 1 | LINDA WEST | Linda West | 336 Arrela Street Martinez |
| 2 | Sandy Keller | Sandra J. Keller | 3 Wanda Way MTZ |
| 3 | Rita M Wells | Rita M. Wells | 1812 Las Remblas, Concord. |
| 4 | Miriam Flores | Miriam Flores | 766 Palm Ave MTZ |
| 5 | Frances Liehert | FLH | 348 Avenida Flores |
| 6 | Noralea Ciper | Noralea Ciper | 2771 Castro St MTZ |
| 7 | Sharon McGnath | SHARON MCGRATH | 2440 MONTEREY AVE MTZ |
| 8 | NANCY BOURNS | Nancy Bourns | 1702 ESTUDILLO ST, MTZ 94553 |
| 9 | PAMELA G. SMITH | Pamela G. Smith | 4206 VALLEY AVE, MTZ 94553 |
| 10 | Amy Hjorts | Amy Hjorts | 11 Hilltop D. MT 94553 |

Petition to Block Laurel Knolls Construction

| | Printed Name | Signature | Address |
|----|-------------------|---|--|
| 11 | Susan Amspoker |  | 2425 Center Ave Martinez, CA 94553 |
| 12 | Linda Pascoe |  | 31 Hilltop Rd. Martinez, CA 94553 |
| 13 | Jeff Pascoe |  | 31 Hilltop Road Martinez CA 94553 |
| 14 | Wm Jones |  | 40 Hilltop Rd. |
| 15 | Gay Delecker |  | 4790 Venner Rd. |
| 16 | Brent Merrell |  | 4796 Venner Rd |
| 17 | Mary Ann Hindman |  | 113 Chalk Creek Ct Mtz 94553 |
| 18 | Helen Tonti |  | 1220 GREGORY AVE, MTZ |
| 19 | Sharon Benjamins |  | 2125 Walnut St. Mtz. |
| 20 | L. Campbell |  | 2481 Warren Rd 94595 |
| 21 | Ruth Hook |  | 2254 Hidden Lakes Ct 94553 |
| 22 | Marilyn Bonnell |  | 4851 Tahoe Circle 94553 |
| 23 | Phillip Kohlmeier |  | 508 Center Ave, Martinez, 94553 |
| 24 | Brend Morrison |  | 508 Center Ave, Martinez 94553 |
| 25 | Sherry Laird |  | 1582 Ashwood Dr. - MTZ |
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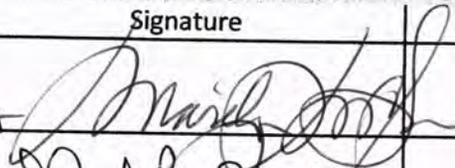
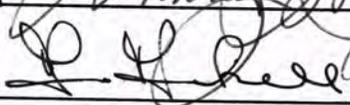
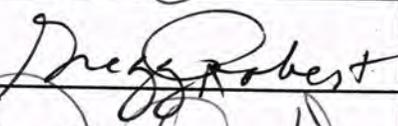
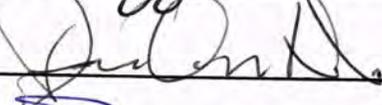
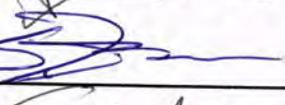
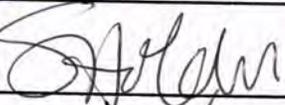
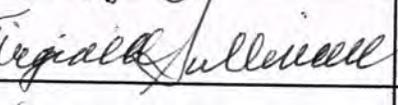
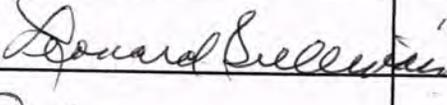
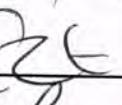
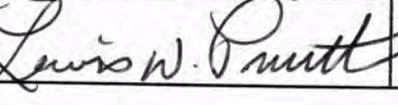
Petition to Block Laurel Knolls Construction

Background: City of Martinez is considering approving a proposal to allow construction of 80 attached single family homes and 2 single family homes located between Nob Hill Shopping Center and Grace Episcopal Church along Muir Station Road in Martinez. By the City's approval, this would allow the rezoning of 2 acres from "Open Space" to "Residential" and rezone 6.83 acre from R-40 to R3.5/PUD.

Petition Purpose: The Initial Study (CEQA) which was prepared for the purpose of assessing the environmental impacts did not adequately address the the impacts to (1) Transportation/Traffic, (2) Geology/Soils, (3) Aesthetics, (4) Pulic Services, and (5) Biological Resources

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Address: 370 Muir Station Road, Martinez

| | Printed Name | Signature | Address |
|----|-------------------|---|----------------------------|
| 1 | MARILYN MCGREE |  | 4430 Alhambra Way Mtz. |
| 2 | Dan Driskell |  | 4400 P.H. Rd. E |
| 3 | GREGG ROBERT |  | 1001 Ulfian Way |
| 4 | JERRY VAN DYKE |  | 4410 HAGG RD MARTINEZ |
| 5 | CANDRA ZWEMER |  | 2030 LASALLE ST., MARTINEZ |
| 6 | Fusan Holden |  | 4430 Alhambra Way Mtz |
| 7 | Virginia Sullivan |  | 9 W. Hayward Ct - Mtz. |
| 8 | LEONARD SULLIVAN |  | " " " " |
| 9 | Gina Echer |  | 5 W Hayward Ct Mtz. |
| 10 | LEWIS W. PRUITT |  | 10 W. HAYWARD CT., MTZ |

Petition to Block Laurel Knolls Contruction

| | Printed Name | Signature | Address |
|----|-----------------|--------------------|------------------------------|
| 11 | John O'Hara | <i>[Signature]</i> | 10 Laurel Ct Martinez, CA |
| 12 | IRENE BERGANINI | Irene Berganini | 5 Kim Ct MARTINEZ, CA |
| 13 | William O'Hara | <i>[Signature]</i> | 17 Laurel Ct, Martinez, CA |
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16

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Address: 370 Muir Station Road, Martinez

| | Printed Name | Signature | Address |
|----|----------------------------------|-------------------|-------------------------------|
| 1 | Joya Kurmina | Joya Kurmina | 609 Plumas Court |
| 2 | Linda J. Bell | Linda J. Bell | 605 Amador Ct. |
| 3 | DeRoyce BELL | DeRoyce Bell | 605 Amador Ct. |
| 4 | BARBARA COSTANZA | Barbara Costanza | 4935 Tahoe Cir. |
| 5 | Michael ALDEN | Michael Alden | 611 SONORA CT |
| 6 | Mathew Lesento | Mathew Lesento | 4717 Tahoe Circle MT 2 CA |
| 7 | Brownette Hopkins | Brownette Hopkins | 615 Calaveras Ct - Martinez |
| 8 | ALFRED HOPKINS Alfred Hopkins | Alfred Hopkins | 615 CALAVERAS CT MARTINEZ |
| 9 | DOROTHY ALMOND | Dorothy Almond | 91-A MACKIE DR MARTINEZ CA |
| 10 | | | |

Petition to Block Laurel Knolls Construction

| | Printed Name | Signature | Address |
|----|-----------------------|-------------------|--|
| 11 | Ralph Holmes | Ralph Holmes | 4725 Tahoe Cr. Martinez, CA |
| 12 | Stephanie Holmes | Stephanie Holmes | 4725 Tahoe C. Martinez CA |
| 13 | Timothy Miller | Timothy Miller | 4708 Tahoe Circle MTZ |
| 14 | Conrad Miller | Conrad Miller | 4708 Tahoe Circle, Mtz. |
| 15 | Eina Bentley | Eina Bentley | 4640 Tahoe Circle MTZ |
| 16 | Mark Bentley | Mark Bentley | 4640 Tahoe Circle MTZ |
| 17 | Trene Kutubekes | Trene Kutubekes | 10 Truitt Av. Mtz |
| 18 | Norman Lundban | Norman Lundban | 4643 Tahoe Dr. Mtz |
| 19 | Belinda Schonberg | Belinda Schonberg | 4520 Grothman Ln - Martinez |
| 20 | Mal Welch | MARK WELCH | 4625 TAHOE DR. MTZ |
| 21 | Bridget Conerly | Bridget Conerly | 4615 TAHOE DR, MTZ |
| 22 | Gaye Rathburn | Gaye Rathburn | 605 Calaveras Ct., Martinez |
| 23 | DON LAMBERTSON | Don Lambertson | 605 Calaveras Ct. Martinez |
| 24 | TIM PARIS | Tim Paris | 602 Calaveras Ct Mtz |
| 25 | Robert BURCHARD | Robert Burchard | 151 DONALDSON COURT MARTINEZ CA 94553 |
| 26 | Betty Jean Jensen 150 | Betty Jean Jensen | 4717 Tahoe Cr. Martinez |
| 27 | Barry Lakeman | Barry Lakeman | 4713 Tahoe Cir. Martinez |
| 28 | JOAN MARIETTI | Joan Marietti | 4811 Tahoe Cr. Martinez |
| 29 | Corinne O'Connor | Corinne O'Connor | 615 Plumas Ct. Martinez |

| REVISIONS | BY |
|-----------------|----|
| 5/16/10 | JW |
| 6/22/10 | JW |
| 7/2/10 | JW |
| 2/20/13-REVISED | JW |
| 3/2/13-REVISED | JW |

LANDSCAPE ARCHITECTURE AND DESIGN SERVICES
 2029 PALOMA AVE.
 SUITE 100
 CONCORD, CA 94520
 (925) 954-9665 FAX: (925) 320-0707 FAX



DISCOVERY BUILDERS INC.
 4061 FORT CHICAGO HWY
 CONCORD, CA

CLIENT

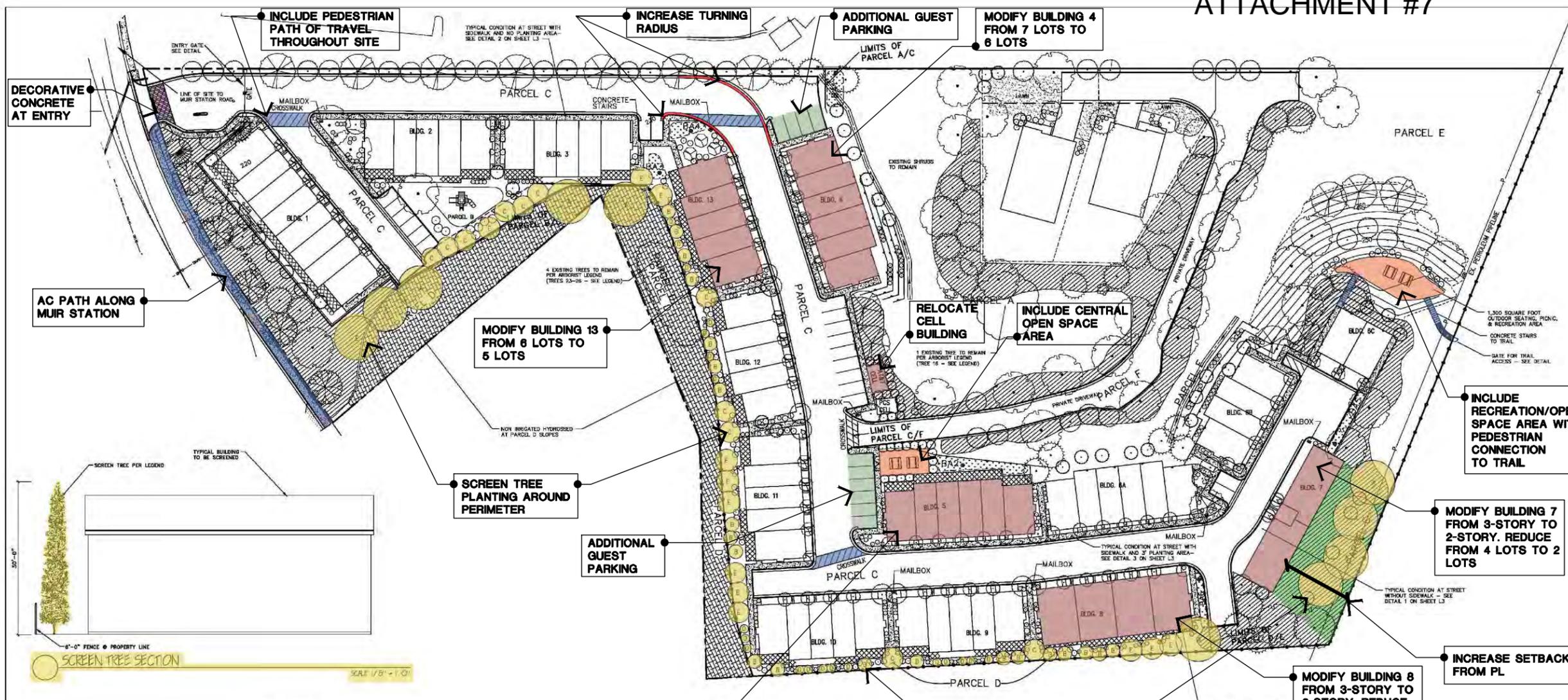
CONCEPTUAL LANDSCAPE PLAN

SHEET TITLE

TOWN HOMES AT LAUREL KNOLL
 MARTINEZ, CA

| PROJECT |
|--------------|
| DATE 3/1/12 |
| SCALE 1"=80' |
| DRAWN JW |
| SHEET |

L1
 OF 3 SHEETS



| TREES | PLANT PALETTE | BOTANICAL NAME | COMMON NAME | SIZE |
|-------|-------------------|---------------------------|---------------------|-------------------|
| | 15 Gal or 24" Box | Quercus agrifolia | COAST LIVE OAK | 15 Gal or 24" Box |
| | 15 Gal or 24" Box | Quercus lobata | VALLEY OAK | 15 Gal or 24" Box |
| | 15 Gal or 24" Box | Platanus racemosa | CALIFORNIA SYCAMORE | 15 Gal or 24" Box |
| | 15 Gal or 24" Box | Ficus chinensis | CHINESE FIG | 15 Gal or 24" Box |
| | 15 Gal or 24" Box | Cedrus deodara | DEODAR CEDAR | 15 Gal or 24" Box |
| | 15 Gal or 24" Box | Sequoia 'Aptos Blue' | REDWOOD | 15 Gal or 24" Box |
| | 15 Gal | Prunus 'Krauter Veauvius' | PURPLE LEAF PLUM | 15 Gal |
| | 15 Gal | Arbutus marina | STRAWBERRY TREE | 15 Gal |
| | 15 Gal | Cornus kousa 'National' | KOUSA DOGWOOD | 15 Gal |
| | 15 Gal | Lagerstroemia indica | SHRUB HYDRANGEA | 15 Gal |
| | 15 Gal | Podocarpus gracillior | TERN PINE | 15 Gal |
| | | | GROUND COVER AREAS | |

EXISTING TREE LEGEND

| NUMBER | SPECIES |
|--------|---------------------|
| 19 | COAST LIVE OAK |
| 20 | VALLEY OAK |
| 21 | CALIFORNIA SYCAMORE |
| 22 | CHINESE FIG |
| 23 | REDWOOD |
| 24 | PURPLE LEAF PLUM |

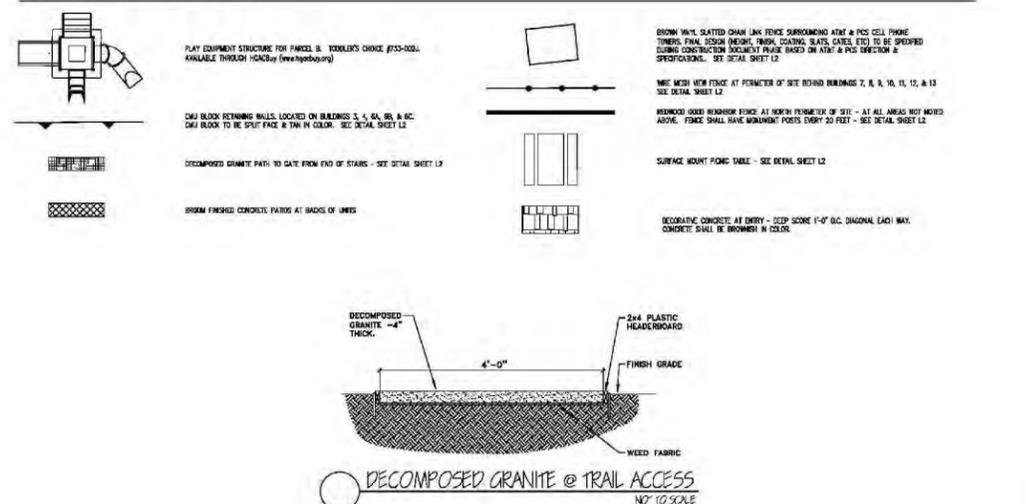
HYDROSEED LEGEND

| US/NOE | SPECIES/COMMON NAME - 10 LBS PER NOE |
|--------|--|
| 30 | FESTUCA RUBRA WHEAT - WHITE BLUE FESCUE |
| 31 | FESTUCA ACOQUILINA - WHEAT FESCUE |
| 32 | FESTUCA DAVENPORT - DARK FESCUE |
| 33 | POA ANNUA - COMMON BROMEUS - CALIFORNIA WHEATGRASS |
| 34 | CAREX PRUNIFOLIA - SEED BED SEDGE |

SCREEN TREE LEGEND

| LETTER | SIZE | SPECIES | COMMON NAME |
|--------|--------|----------------------|----------------|
| A | 15 gal | Cornus Dogwood | DOGWOOD |
| B | 15 gal | Caprosicarpa Lyallii | LYALL'S OYSTER |
| C | 15 gal | Caprosicarpa Lyallii | LYALL'S OYSTER |
| D | 15 gal | Caprosicarpa Lyallii | LYALL'S OYSTER |
| E | 15 gal | Caprosicarpa Lyallii | LYALL'S OYSTER |

SITE AMENITIES



NOTES:
 ALL PLANTING AREAS SHALL BE IRRIGATED WITH AUTOMATIC WATER CONSERVING IRRIGATION SYSTEM IN COMPLIANCE WITH THE CITY OF MARTINEZ WATER CONSERVATION ORDINANCE. ALL PLANTING AND IRRIGATION OPERATIONS SHALL COMPLY WITH THE CITY OF MARTINEZ STANDARD SPECIFICATIONS AND LANDSCAPE GUIDELINES.