

# Appendix NOP

---

Notice of Preparation

# NOTICE OF PREPARATION For a Focused Draft Environmental Impact Report

---

|                              |  |
|------------------------------|--|
| <b>Date:</b>                 | January 21, 2022   |
| <b>To:</b>                   | State Clearinghouse and Interested Parties and Organizations                                       |
| <b>Project Title:</b>        | Amáre Apartment Homes Project, 16PLN-0012  |
| <b>Lead Agency:</b>          | City of Martinez<br>Community Development Department<br>525 Henrietta Street<br>Martinez, CA 94553 |
| <b>Contact:</b>              | Hector J. Rojas, AICP, Planning Manager  |
| <b>Public Review Period:</b> | January 21 through February 21, 2022 (30 days) in accordance with CEQA Guidelines Section 15082    |

---

## Purpose of the Notice

The intent of this Notice of Preparation (NOP) is to inform agencies and interested parties that the City of Martinez (City) is preparing a Focused Draft Environmental Impact Report (EIR) for the proposed Amáre Apartment Homes Project (project) in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15082. This NOP provides information about the project and its potential environmental effects and requests that comments be provided on the proposed scope and content of the Focused Draft EIR. An Initial Study has been prepared for the project and is available for review at the City office during regular business hours or online at <https://www.cityofmartinez.org/depts/planning/amareapts2019.asp>.

## Project Location

The project is located within the City in Contra Costa County. The project site is approximately 6.06 acres and located in-between Arnold Drive and State Route 4 (SR 4) on assessor parcel numbers (APNs) 161-400-009 and 161-400-010. The site grades down slope from west to east, with an approximately 20-foot hill on the southwest corner of the site. Generally, the project site is vacant and dominated by annual grasses with trees scattered throughout the site. Figure 1 shows an aerial image of the project site.

## Background

The project application originally proposed construction of seven three-story buildings that would contain 174 rental residential apartment units. The revised application proposes six three- to four-story buildings that would contain 183 units with nine of those units below market rate, qualifying it as a California Bonus Density Project. An Initial Study-Mitigated Negative Declaration was published in June 2018, and the City received extensive public comments regarding potential biological impacts. The document was not adopted, and the City concluded that an EIR addressing biological resources and transportation impacts due to the increased number of units should be prepared to address those comments, recommend mitigation measures, and comply with CEQA.

## Project Description

The proposed project would involve the construction of six buildings that include 104 one-bedroom units and 79 two-bedroom units for a total of 183 residential dwelling units. Figure 2 shows the proposed site plan. In addition, the proposed apartment complex would include on-site amenities such as a workout facility, business center, children's play area, outdoor kitchen area and parking areas. Three of the buildings, Buildings 1, 2, and 4 would be three stories and up to 35 feet, 2 inches above adjacent grade. The other three buildings, Buildings 3, 5, and 6, would be four stories and up to 44 feet, 2 inches above adjacent grade. With the approval of a density bonus, design review permit, height concession, and waivers/reductions of applicable City development standards that would physically preclude project construction (regarding hillside density, building separation, parking stall depth, rear building setback, drive aisle width, height exception, and parking lot landscaping), the proposed development would be consistent with the site's current General Plan land use designation and zoning of Mixed Residential/Office and Mixed Use District: Multi-Family Residential/Professional and Administrative Offices respectively.

## Potential Environmental Effects

An Initial Study, attached to this NOP, was prepared for the project and found that the project would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated for environmental issue areas evaluated under CEQA except for aesthetics, biological resources, cultural resources, geology and soils, noise, transportation and tribal cultural resources. The Focused Draft EIR will further evaluate the potential impacts related to these resource areas. The Focused Draft EIR will propose mitigation to avoid and/or reduce impacts deemed potentially significant, identify reasonable alternatives, and compare the environmental impacts of the alternatives to the impacts of the proposed project. The Focused Draft EIR will also discuss the cumulative impacts of the proposed project in combination with other closely related past, present, and reasonably foreseeable probable future projects in the area. Comments provided in response to the NOP and during the ensuing analyses may identify additional environmental topics to be evaluated.

## Providing Comments

At this time, the City is soliciting your comments on the scope of the Draft EIR, including potential environmental impacts of the project and alternatives to be considered. This information will be considered when preparing the Draft EIR's discussion of environmental impacts, mitigation measures, and alternatives. Because of time limits mandated by State law, comments must be received no later than **5:00 p.m. on February 21, 2022**, which ends the 30-day scoping period.

Comments may be submitted by U.S. mail or by email prior to the close of the scoping period.

Mail comments to:

Hector J. Rojas, AICP  
Community Development Department  
City of Martinez  
525 Henrietta Street  
Martinez, California 94553

Email comments: [hrojas@cityofmartinez.org](mailto:hrojas@cityofmartinez.org)

For comments submitted via email, please include "Scoping Comments: Amáre Apartment Homes Project" in the subject line and the name and physical address of the commenter in the body of the email.

All comments on environmental issues received during the public scoping period will be considered and addressed in the Focused Draft EIR. This NOP, the Initial Study, and other public review documents for this project are available for viewing online at <https://www.cityofmartinez.org/depts/planning/amareapts2019.asp>. Note that due to the surge in Omicron cases in the region, City Hall will be closed to walk-in services beginning January 6, 2022. The City anticipates reopening to in-person services on January 18, 2022; however, the closure may be extended based on the status of Omicron cases at that point in time.

If you have any questions about the environmental review process, please contact Hector J. Rojas at the contact information provided above.

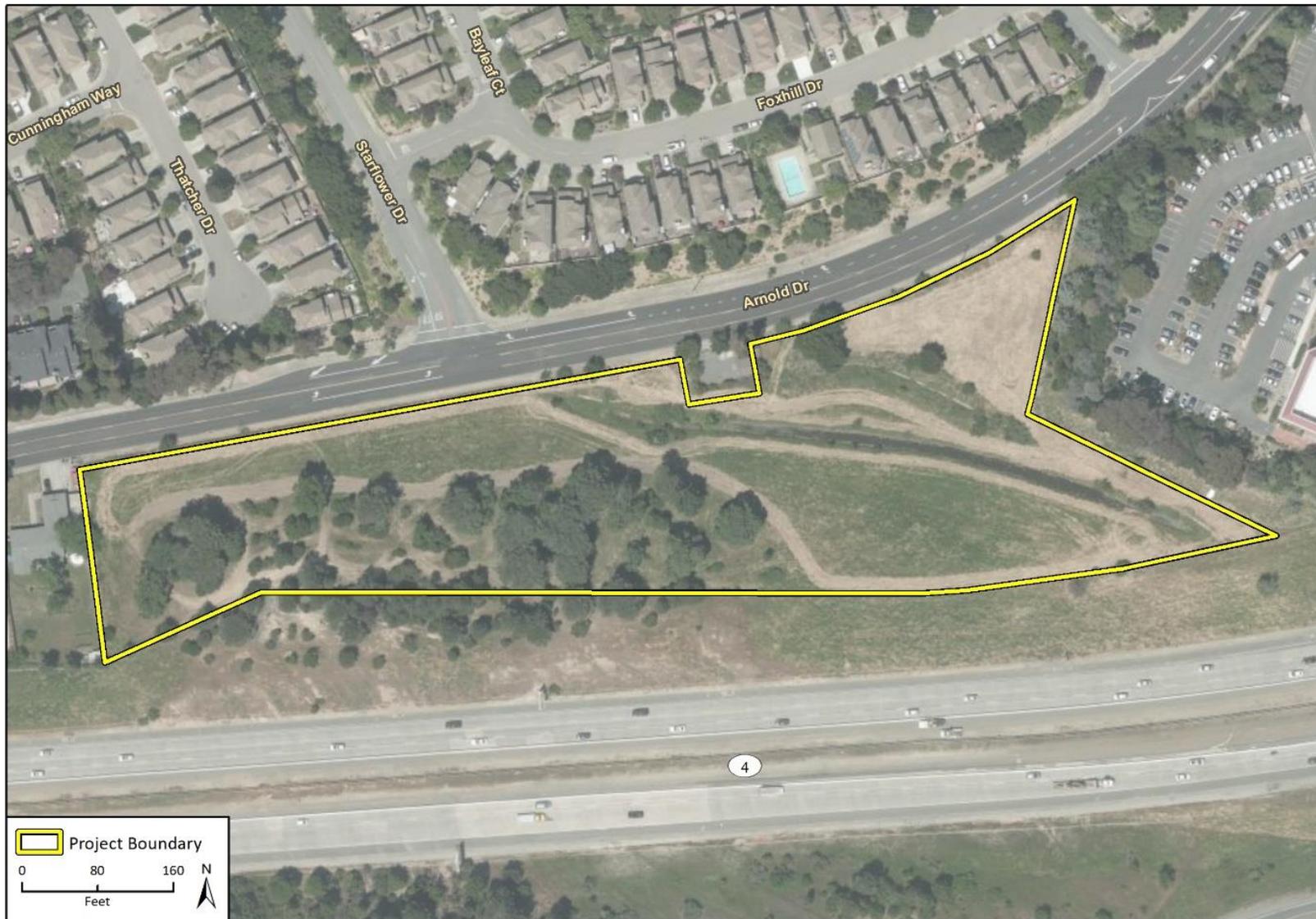


Hector J. Rojas, AICP  
Planning Manager

### **Attachments**

- Figure 1. Project Location
- Figure 2. Site Plan
- Initial Study

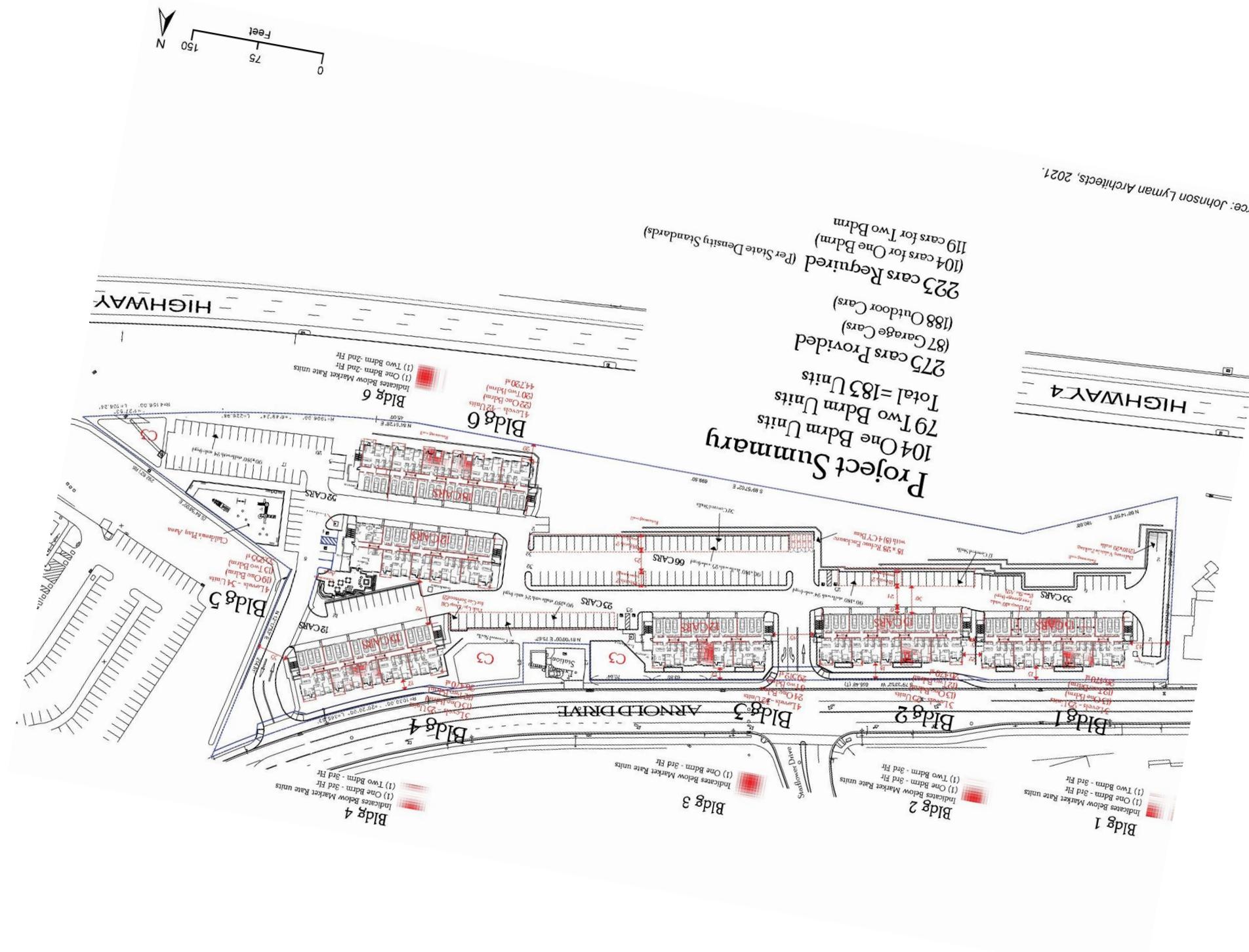
Figure 1. Project Location



Imagery provided by Microsoft Bing and its licensors © 2020.

Fig 2 Project Location

Source: Johnson Lyman Architects, 2021.



**Project Summary**  
104 One Bdrm Units  
79 Two Bdrm Units  
Total = 183 Units  
275 cars Provided  
(87 Garage Cars)  
(188 Outdoor Cars)  
223 cars Required (Per State Density Standards)  
(104 cars for One Bdrm)  
119 cars for Two Bdrm

Figure 2. Site Plan

## California Department of Transportation

DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660  
[www.dot.ca.gov](http://www.dot.ca.gov)



February 18, 2022

SCH #: 2018052045  
GTS #: 04-CC-2021-00525  
GTS ID: 22852  
Co/Rt/Pm: CC/4/11.62

Hector J. Rojas, AICP, Director  
Community Development Department  
City of Martinez  
525 Henrietta Street  
Martinez, CA 94553

### **Re: Amáre Apartment Homes Project Notice of Preparation (NOP)**

Dear Hector J. Rojas:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Amáre Apartment Homes Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the January 2022 NOP.

#### **Project Understanding**

The project involves the construction of six buildings that include 104 one-bedroom units and 79 two-bedroom units for a total of 183 residential dwelling units. In addition, the proposed project would include on-site amenities such as a workout facility, business center, children's play area, outdoor kitchen area and 284 parking spaces. The project is located roughly 0.7 miles west from the State Route (SR)-4/Pacheco Boulevard interchange in Martinez.

#### **Travel Demand Analysis**

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide ([link](#)).

If the project meets the screening criteria established in the City's adopted Vehicle Miles Traveled (VMT) policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in align with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the Focused Draft Environmental Impact Report (DEIR), which should include the following:

- VMT analysis pursuant to the City's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City;
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways; and
- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

### **Mitigation Strategies**

Location efficiency factors, including community design and regional accessibility, influence a project's impact on the environment. Using Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the proposed project site is identified as a Suburban Community Corridor where community design is moderate and regional accessibility is variable.

Given the place, type and size of the project, the DEIR should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area. The measures listed below have been quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Addition/Increase in number of affordable housing units in project;
- Orientation of project towards non-auto corridor;
- Pedestrian network improvements;
- Traffic calming measures;
- Implementation of a neighborhood electric vehicle (EV) network, including designated parking spaces for EVs;

- Limiting parking supply;
- Market price public parking;
- Ridesharing programs, Commute Trip Reduction programs, bike sharing programs;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities);
- VMT Banking and/or Exchange program; and
- Bike parking near transit facilities.

Using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets.

Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

### **Hydraulics**

Caltrans requests the applicant provide:

- Drainage detail and profile for the connection into the State Drainage System; and
- Drainage report with calculations for the on-site drainage to support the conclusions about the flow metering and for the proposed 60" pipe.

### **Geology**

Caltrans recognizes the potential significant impacts to geology and soils, as noted in the Geology and Soils Section checklist on page 31. As the project's boundary abuts Caltrans' Right-of-Way (ROW) for SR-4, the surface and subsurface hazards/conditions at the project site outlined in the checklist could extend into Caltrans' ROW. Caltrans looks forward to reviewing the analysis in the DEIR.

### **Biology**

Any trees located within Caltrans' ROW must be flagged for avoidance if the applicant needs to temporarily remove Caltrans' ROW fence during construction.

### **Utilities**

Any utilities that are proposed, moved or modified within Caltrans' ROW shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

### **Lead Agency**

As the Lead Agency, the City of Martinez is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

### **Equitable Access**

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

### **Encroachment Permit**

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to [D4Permits@dot.ca.gov](mailto:D4Permits@dot.ca.gov).

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Hector J. Rojas, AICP, Director  
February 18, 2022  
Page 5

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Sincerely,

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

MARK LEONG  
District Branch Chief  
Local Development Review

c: State Clearinghouse

February 11, 2022

Hector J. Rojas, AICP, Planning Manager  
Community Development Department  
City of Martinez  
525 Henrietta Street  
Martinez, CA. 94553  
[hrojas@cityofmartinez.org](mailto:hrojas@cityofmartinez.org)

Subject: Amare Apartment Homes Project

Dear Mr. Rojas,

This letter is in response to your office's NOTICE OF PREPARATION For a Focused Draft Environmental Impact Report on the proposed Amare Apartment project.

Browsing through the county's website on the proposed Amare Apartment project, I see no change with how it was two years ago when the planning commission conducted a meeting via Zoom.

I am attaching my earlier letter of August 26, 2020, addressed to Christina Ratcliffe (Planning Commission) and forwarded to Kavanaugh-Lynch (City Planner).

My current concerns are the same as before. My hope is that these will be considered and addressed this time.

Thank you.

Alan Belleza  
5029 Gloucester Lane  
Martinez, CA 94553



**MT. VIEW SANITARY DISTRICT**  
3800 ARTHUR ROAD  
P.O. BOX 2757  
MARTINEZ, CA 94553  
TEL 925.228.5635  
FAX 925.228.7585  
WWW.MVSD.ORG

February 16, 2022

Hector Rojas, Planning Manager  
Community Development Department  
City of Martinez  
525 Henrietta Street  
Martinez, CA 94553

Subject: Review of Initial Study, and Notice of Preparation (NOP) for a Focused Draft Environmental Impact Report (EIR) for the Amáre Apartment Homes

Dear Hector,

Mt. View Sanitary District (District) has reviewed the Initial Study dated January 2022 and is in receipt of the NOP for the Amáre Apartment Homes development. The following comments supplement the District's previous correspondences regarding this development, which date back to at least 2018.

The Initial Study concludes on page 73 that "the proposed project would not require the construction of new municipal wastewater treatment facilities or impact the treatment capacity of existing municipal wastewater treatment providers," and that potential impacts to wastewater utilities and service systems "will not be discussed in the EIR."

Please be advised that all developments, no matter the type or size, are subject to hydraulic modeling and analysis before final District approval. This work is conducted by the District's hydraulic modeling and analysis consultant, and costs are passed on to development applicants accordingly. Hydraulic modeling and analysis allow the District to make the final determination regarding potential capacity impacts to its facilities precipitated by proposed developments. Such facilities include main sewers, trunk sewers, pump stations, force mains, and the treatment plant.

Thank you for providing the District with the opportunity to have continued input into this development process. Should this development move forward, the District will likely have more comments in the future. Please forward a copy of the Focused Draft EIR for District review and records, and continue to keep the District informed. Please feel free to contact me at (925) 228-5635 or [chrise@mvsd.org](mailto:chrise@mvsd.org) should you have any questions or need additional information.



**MT. VIEW SANITARY DISTRICT**  
3800 ARTHUR ROAD  
P.O. BOX 2757  
MARTINEZ, CA 94553  
TEL 925.228.5635  
FAX 925.228.7585  
WWW.MVSD.ORG

Sincerely,

Mt. View Sanitary District

A handwritten signature in blue ink that reads "Chris Elliott". The signature is fluid and cursive, with the first name "Chris" and last name "Elliott" clearly distinguishable.

Chris Elliott, P.E.  
District Engineer





## NATIVE AMERICAN HERITAGE COMMISSION

January 26, 2022

Hector J. Rojas, AICP  
City of Martinez Planning Division  
525 Henrietta Street  
Martinez, CA 94553

**Re: 2018052045, Amare Apartment Homes Project, Contra Costa County**

Dear Mr. Rojas:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

CHAIRPERSON  
**Laura Miranda**  
Luiseño

VICE CHAIRPERSON  
**Reginald Pagaling**  
Chumash

PARLIAMENTARIAN  
**Russell Atebery**  
Karuk

COMMISSIONER  
**William Mungary**  
Paiute/White Mountain  
Apache

COMMISSIONER  
**Isaac Bojorquez**  
Ojibwa-Costanoan

COMMISSIONER  
**Sara Dutschke**  
Miwok

COMMISSIONER  
**Buffy McQuillen**  
Yokayo Pomo, Yuki,  
Nomlaki

COMMISSIONER  
**Wayne Nelson**  
Luiseño

COMMISSIONER  
**Stanley Rodriguez**  
Kumeyaay

EXECUTIVE SECRETARY  
**Christina Snider**  
Pomo

**NAHC HEADQUARTERS**  
1550 Harbor Boulevard  
Suite 100  
West Sacramento,  
California 95691  
(916) 373-3710  
[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
[NAHC.ca.gov](http://NAHC.ca.gov)

## AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
  - a. A brief description of the project.
  - b. The lead agency contact information.
  - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
  - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
  
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
  - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
  
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
  - a. Alternatives to the project.
  - b. Recommended mitigation measures.
  - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
  
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:
  - a. Type of environmental review necessary.
  - b. Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.
  - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
  
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
  
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
  - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
  - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a. Avoidance and preservation of the resources in place, including, but not limited to:
    - i. Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i. Protecting the cultural character and integrity of the resource.
    - ii. Protecting the traditional use of the resource.
    - iii. Protecting the confidentiality of the resource.
  - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
  - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
  - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
  - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf).

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

### NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
  - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
  
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
  - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
  - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
  - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:  
[Andrew.Green@nahc.ca.gov](mailto:Andrew.Green@nahc.ca.gov).

Sincerely,



Andrew Green  
Cultural Resources Analyst

cc: State Clearinghouse

August 26, 2020

Christina Ratcliffe  
Community and Economic Development Director  
525 Henrietta Street  
Martinez, CA 94553

Dear Ms. Ratcliffe,

I attended last night's planning commission meeting via Zoom on the proposed Amare Apartment complex along Arnold Drive. The developer's presentation, along with the information posted on the city's website (<https://www.cityofmartinez.org/depts/planning/amareapts2019.asp>), shows that there is no substantial difference between the current project plan versus what was presented about two years ago. The many concerns raised up by the community back then have not been addressed, and they are even more concerning now.

I am attaching my letter of 2018 regarding this.

I am echoing the many concerns raised up last night during the meeting, plus some other observations:

1. The number of proposed units has even been increased by eight. Nine units has been allotted as below market rate (BMR) units, therefore qualifying it as a California Density Bonus project. This is obviously a ploy to be able to bypass the various municipal code requirements, and in effect dismissing the many concerns brought up by the city and the community.

2. Parking is a major issue that has been raised from the very start. The parking ratio of less than 1.5 per unit is way below the municipal code requirement. Considering that there is no regular and reliable public transport nearby, you will expect that each unit will be forced to have multiple vehicles. In addition, this being a largely market rate complex (luxury? the rental rate was not made available during the meeting), multiple income earners per unit will be necessary (thus more cars). It's going to be worsened by the fact that there are no parking spots allotted for visitors, who will have to park on streets outside the complex. As Arnold Drive is a no parking street, their only option is the streets in nearby subdivisions. As it is now, we already are experiencing problems with non-residents parking in our subdivision near the proposed project.

3. Related to parking, the plans does take into account home deliveries (Amazon, UPS, food, etc.) which is now part of our new reality.

4. Many commented on the access and parking problems on the several projects completed by the same developer here in Martinez where the same parking measurements and ratio were used. We can expect the same issues with this proposed project, but on a larger scale.

5. Traffic and safety have also been concerns from the start, and have not been sufficiently addressed.

6. The high-density project as proposed is not suited to this location, which is far from public transport. A few speakers mentioned encouraging residents to use bikes and other alternative means of transport. It may be a good thought, but not likely to happen. There is no substantial work opportunities nearby, and residents will need cars to their places of work beyond biking range. (Also, the project location is not bike friendly, as you have a steep climb going either way along Arnold Drive).

7. If implemented as is, this project will alter the character of the neighborhood and the quality of life of the residents of this community. I request that you consider downsizing the project, and to take into account the many concerns of the neighborhood. Please do not make the developer's ploy 'handcuff' you into approving a project that will not be conducive to the neighborhood-- to current residents of the area and to the future residents of the apartment complex.

Thank you for your consideration.

Alan Belleza  
5029 Gloucester Lane  
Martinez, CA 94553

June 9, 2018

Christine Ratcliffe  
Community and Economic Development Director  
525 Henrietta Street  
Martinez, CA 94553

Dear Christine Ratcliffe,

I just recently was made aware of the proposed Amare Apartment Homes along Arnold Drive (across Starflower). My residence is just across the proposed development, and we have the following concerns:

**Size:**

The 174 apartment unit, seven 3-story buildings is too big for the location. This type of development where the units are tightly crammed is proper for a transit area, not for here. The 3 story buildings, which is over the municipal code, will also obscure the view of Mt. Diablo from many existing residences.

**Parking:**

The developer plans 1.5 parking space per unit, way below the 2.25 spaces per unit according to municipal code. The total proposed 260+ parking spaces, especially being a foot shorter and a foot narrower than standard, will not be sufficient for the development. This will force residents to park on nearby streets, where parking is already a problem. On the private streets of our subdivision, we already have noticed non-residents using our parking areas. The new development will worsen this situation.

**Traffic:**

The 174 unit development will negatively impact the already worsening traffic situation along Arnold brought about by the newly completed Villages housing project at the foot of Arnold. Plus, Arnold is now being used as a Highway 24 overflow during peak hours. The winding and hilly portion of Arnold near this proposed development will not be able to safely handle these added traffic. Already, we have heard of many close calls.

**Environmental Impact:**

Currently, the proposed location has small creek, watershed, that fills up during the rainy season with overflow from the nearby elevated areas. Does the study take into account the development's impact on the wildlife and plantlife, along with the potential of flooding?

In summary, we request you to reconsider this proposed project, and enforce the municipal code especially with regards to height and parking spaces. A substantially reduced number of units of two story buildings will be more consistent with the neighborhood, with more open spaces and sufficient parking. The existing watershed could even be made the focal point of the project, with more green and natural setting.

Thank you for your consideration.

Alan Belleza  
5029 Gloucester Lane  
Martinez, CA 94553

**From:** Anita Forsberg <anita\_forsberg@hotmail.com>  
**Sent:** Monday, February 21, 2022 4:49 PM  
**To:** Hector J. Rojas  
**Subject:** Scoping Comments: Amare Apartment Homes Project

February 21, 2022

Hector Rojas  
Community Development Dept  
525 Henrietta Street  
City of Martinez, CA 94553

Dear Mr. Rojas,

I am a resident in the Sunrise Ridge Development on Starflower Drive and would like to voice my dissatisfaction with the current Amare Apartment Project design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park excess and oversized cars on the surrounding streets. We've already faced limited parking issues in our development for years. What will be done to prevent parking spillover from the new apartments into the surrounding neighborhoods so that residents in the existing neighborhoods can be assured of parking spaces within their own developments? Additional vehicular activity related to cars pulling into and out of parking spaces along the surrounding streets also raises traffic and safety concerns, especially as cars tend to travel over the speed limit in these areas. And these parked vehicles may further obstruct views related to getting into and out of driveways and making turns into and out of side streets. There are also safety concerns related to existing and increased foot traffic in the area, especially at night, when more people may be crossing Arnold to and from their parked vehicles. People at the Villages are doing this and it has caused several close calls.
- 2) I also object to the narrower driveways, again due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings, with reduced setbacks and so close to the road. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling, and solar) creating an eyesore and glare. The Amare project seems out of scale with the surrounding neighborhood which consists of mostly two-story homes, and will completely change the look and feel of this neighborhood, taking what has been a peaceful area containing grass, trees and wildlife (foxes, deer, turkeys) with large and densely positioned buildings. What is being done to maintain some degree of the existing natural environment and to protect the wildlife that has been utilizing the area?
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross-traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues. I have had several close calls when traveling downhill on Arnold towards Pacheco, from vehicles suddenly pulling out from Tierney onto Arnold or pulling out a little too far at the last minute and causing me to have to swerve to get around them. The intersection at Arnold Dr and

Pacheco is already difficult. I regularly make a lefthand turn from Arnold onto Pacheco as part of my morning commute. This can be a busy intersection and difficult to navigate, with oncoming traffic in both directions and many vehicles making tight and awkward lefthand turns from Pacheco onto Arnold, around vehicles in the lefthand turn lane, into a narrow lane headed up the hill. In addition, cars and trucks often park in the dirt lot on the north-west corner of the intersection, obstructing the view of oncoming traffic and causing lefthand turning vehicles from Arnold onto Pacheco to have to pull out further into the lane of oncoming traffic just to see what other traffic is coming. The most recent changes to this intersection did not improve the situation for a lefthand turn from Arnold onto Pacheco and made making a righthand turn at the intersection more difficult due to a new over the shoulder angle of visualization (my opinion as well as friends and family who use the intersection). I saw an article a while back giving this intersection a very low grade. How can this intersection be considered safe and functional with even higher traffic demands being proposed with the Amare Apartment project? What will be done to improve this intersection? What will be done to manage the new driveways and intersections created by the Amare Apartment project to keep them flowing safely and efficiently?

5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian-friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level. Using the bus to BART option has not worked for me in the past, as it involves an almost 1 mile walk to the advised bus stop, and the overall trip takes close to an hour just to get to BART. I wonder how viable this option will be for the new residents of Amare?

6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) The traffic will only increase due to the new self-storage facility planned for Sunrise Drive while the work done to Hwy 4 has really done nothing to improve traffic at the Pacheco exit. This exit is often backed up onto the highway during commute hours.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns. I love Martinez and my neighborhood. I understand the need for development and am voicing my concerns with the hope that the City and Developer will thoughtfully consider the impact and issues being raised by the community. I'm asking for the City's help to mitigate some of the negative impacts stated above and to ensure that this project, if continued, will be the proper scale and fit for this location, and can be considered an asset to the entire community, old and new.

Thank you for your consideration,

Anita Forsberg  
4788 Starflower Dr  
Martinez, CA 94553

February 20, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage. There are already issues with parking in my neighborhood due to the lack of street parking options on Arnold Drive.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out, if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well as rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Drive and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Drive and Tierney Place, as well as no current traffic signal at Pacheco Blvd. will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Road and Blum Road are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Road stop and multiple people walking across Pacheco Blvd. may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd. corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,



*Benjamin Kattenburg*  
5046 Gloucester Lane  
Martinez, CA 94553

February 21, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

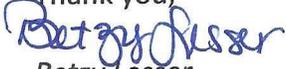
I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,



*Betzy Lesser*

4982 Bayleaf Court

Martinez, CA 94553

**From:** carl christopherson <cchristo1952@yahoo.com>  
**Sent:** Sunday, February 20, 2022 10:55 AM  
**To:** Hector J. Rojas  
**Subject:** Amore Project

Hector,

It looks like it's time again to look at this project.

Once again I oppose numerous things on this project.

Parking is my main objection since I live on Foxhill drive across the street from Amore They want only 1.5 parking places per unit which will definitely not be sufficient parking I know this will have overflow parking on my street which won't be able to handle since their are no spaces available now !

I will be forced to have permit parking and be towing vehicles continuously.

Object to a 4 story building !

Walking distance to a bus stop with no sidewalk!

Speed limit is 40 now I believe the original report has 25 I realize this will happen, please make them down size the units and increase parking Sincerely Carl & Janis Christopherson

2252 Foxhill dr

Martinez

Sent from my iPhone

**From:** Carl Christopherson <cchristo1952@yahoo.com>

**Sent:** Sunday, February 6, 2022 1:34 PM

**To:** Hector J. Rojas <hrojas@cityofmartinez.org>

**Subject:** "Amore"

I am an homeowner on Foxhill Dr.

Very worried about the Amore project across the street.

Parking and traffic are my biggest issue !

We have no parking available on Foxhill and I am 100 % sure the parking is not adequate for this project with only 1.5 parking spots per unit.

I agree with Amore only if they increase the parking Sincerely Carl christopherson

Sent from my iPhone

February 18, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

\* add'l. notes!

\* add'l. notes!

\* add'l. notes!

\* add'l. notes!

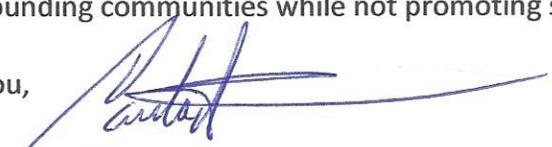
- 7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,

Signature/Typed Name

Typed Address

  
Carlos Chan & Kim Chan  
5042 Thatcher Drive  
Martinez CA 94553

- 1) \* Builder is asking for special dispensation! Smaller parking spots, fewer. Which means people will be parking far away in other neighborhoods. Dangerous at night!!
- 2) \* Builder is asking for special dispensation! Safety!
- 3) \* Builder is asking for special dispensation to build taller buildings 3 & 4 stories!
- 5) Crosswalks/ Sidewalks  
Not Convenient Bus stops/lines.

This is not the "Environmentally Friendly" California we know! Too big for its space! So many trees are being cut down. What about Replacing them with trees! Beautify Martinez for ~~us~~ our residents instead of only more concrete!

\* Environmental Impact Report.

This cannot be pushed aside.  
Where is his updated report?

---

Thank you.

CA  
Carlos Cham

\* We are not against housing. We are against heavy handed bullies asking for special dispensation for projects that do not take the public citizens of Martinez into account. It only takes into account the builder! Not Right!

February 19, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,

C. DOMINGUEZ

Cesar Dominguez  
2250 Foxhill Drive  
Martinez, CA, 94553

**From:** cheryl faison <cherylfaison88@gmail.com>  
**Sent:** Monday, February 21, 2022 7:08 PM  
**To:** Hector J. Rojas  
**Subject:** Scoping Comments: Amare Apartment Homes Project

February 20, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a homeowner in the Sunrise II community that will be affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the planned parking spaces. The reduction of size combined with the reduction of the overall number of spaces, will put a burden on the surrounding streets due to apartment residents needing additional parking for their cars. The neighborhood is NOT pedestrian friendly and tenants will need their cars.
- 2) I object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is extremely frightening. Fire truck access would be more than difficult as well as tenants leaving in cars if necessary, not to mention the residents of the surrounding neighborhoods. The hills in Martinez have had multiple fires in the past years and this could be an extremely dangerous situation.
- 3) I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling, and solar) creating glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross-traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues. This poses a danger to children and to pets. I have lost a pet to a speeding driver on Arnold. Over the years I have lived there, there has been more than one bad accident. People do not drive the speed limit.
- 5) The bus stops on Muir Rd and Blum Road are not viable options. People who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in several areas. The Arnold grade is not pedestrian friendly.

If going to the Blum Road bus stop, the danger for people walking across Pacheco Blvd is being hit by cars. Also, the bus stops do not operate at a “bus rapid transit” level. The other concern is the transportation to the three local schools. There is no bus to Hidden Valley Elementary School and no bus to College Park High School. The local public transit buses do not run during times that are workable for students getting to school. As a parent of a child that went through Mt. Diablo school system, the only school that the public school system serviced was Valley View Middle School. This also contributes to the safety concerns of cars coming and going to get kids to school.

6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state-mandated is certainly going into the builder’s pockets and NOT in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not compromising safety or environmental concerns.

Thank you for your time.

Cheryl Faison  
[cherylfaison88@gmail.com](mailto:cherylfaison88@gmail.com)

2246 Foxhill Drive  
Martinez CA 94553

# Corey M. Simon

576 W Parr Avenue, Unit 12  
Los Gatos, CA 95032

[flyingpygg@gmail.com](mailto:flyingpygg@gmail.com)  
(m) 510 220 0527

February 17, 2022

Hector J. Rojas, AICP  
Planning Manager  
Community Development Department  
City of Martinez  
525 Henrietta Street  
Martinez, CA 94553

[hrojas@cityofmartinez.org](mailto:hrojas@cityofmartinez.org)

**SUBJECT: “AMARE APTS” - COMMENTS ON SCOPING CEQA DOCUMENTS**

Dear Mr Rojas:

As a former Martinez resident and current Sunrise Ridge property owner (4822 Starflower Drive), I am concerned that the current Initial Study and proposed scope the Focused Environmental Impact Report (“FEIR”) do not adequately identify the potentially significant environmental impacts of the project to our neighborhood. The following two topics within the Initial Study appear inadequate:

**Land Use and Planning discussion omits applicable General Plan policies**

The discussion topic regarding ....”*conflicts with any land use plan, policy or regulation...*” does not address:

- Applicability of the John Muir Specific Area Plan policy 33.319, which 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 transitional elements in the approved development plan, such as landscaped buffering, building setbacks equal or larger than those required in adjacent zone district, minimization of grade differences to avoid visual impacts and loss of privacy, [difference type of units which are more compatible with these existing on adjacent property, lower density zoning....]. 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.”*

While the application of “lower density zoning” and/or “different types of units” may NOT be applicable for the subject High Density Housing Opportunity site, THE INAPPROPRIATE PLACEMENT OF THREE AND FOUR STORY BUILDINGS - ALONG ARNOLD DRIVE and w/MINIMAL SETBACKS - is inconsistent with the above policy, especially when there is an opportunity for the alternative placement of such structures further from Arnold Drive.

- Applicability of the Transportation Element’s Goal of protect[ing] neighborhoods from traffic intrusion, and policy II.B. which states:

*“Discourage parking intrusion in residential neighborhoods [by] requiring sufficient off-street parking.”*

The State’s “Density Bonus and Waiver” process notwithstanding, the provision of adequate on site parking for residents and guest will be critical if the project is to be consistent with General Plan policies. The isolation of the site (with no on-street parking on Arnold Drive) would push the parking demand to the Sunrise Hills neighborhood on Starflower Drive, which is contrary to General Plan policy. In addition, the project’s “reliance” on Starflower Drive parking would encourage pedestrians to cross un-signalized Arnold Drive - a “DESIGN FEATURE” that can be seen as “creating a HAZARD” under the Initial Study’s Transportation discussion. Therefore the FEIR must include a parking study that estimates ACTUAL resident and guest parking demand, independently of BOTH the City’s code (which most likely would require more spaces than actual demand) and the State code (which appears to be inadequate for this “far from transit” and thus “auto dependent” site!),

## **IN CONCLUSION**

In applying the City’s discretion in implementing the “Density Bonus and Waiver” regulations, it must grant seven zoning “waivers” to permit the project as currently proposed, when only a maximum three are mandated by the State:

- (1) Exemption from slope density limitations
- (2) Exemption to 30’/2 story height limit to allow up to 4 stories
- (3) Exemption minimum building separation requirements as applied to proposed building heights
- (4) Exemption to minimum rear yard requirements as applied to proposed building height.
- (5) Reduction to minimum required parking lot dimensions (e.g., stall and drive isle with and depth)
- (6) Omission of parking lot landscaping features (e.g.”fingers” for shade trees)
- (7) Waiver of requirement for condominium map [not yet applied for]

Given the degree of nonconformance with applicable zoning and general plan standards, it appears that the City retains some discretion of site plan review and approval process. Even if State's current "affordable housing" POLITICAL priority appears to de-emphasize the REAL WORLD issue of ADEQUATE ON-SITE PARKING, the number of waiver's requested by the project appears to provide an opportunity to negotiate.

Fortunately, the FEIR process mandates that an "alternative" - one that would reduce the otherwise significant negative impacts to the environment - be part of the FEIR. One such alternative could increase the number of on-site parking spaces, and shift building mass from the site's footage to the middle of the site. For example, the central parking field for "66 cars" could be "stacked" with an additional level of parking, and with two - or more - residential stories above the parking. And the four buildings along Arnold Drive could then be "shorter" - in both height and length - allowing for a more compatible streetscape and landscape planting.

And most importantly, such a more compatible site plan does not necessarily require a change in project density.

Sincerely

Corey M. Simon

**From:** DANIELLE D NAPOLEON <dn0429@yahoo.com>  
**Sent:** Saturday, February 19, 2022 10:02 AM  
**To:** Hector J. Rojas  
**Subject:** Please Disallow concessions for Amare Apartments

[hrojas@cityofmartinez.org](mailto:hrojas@cityofmartinez.org)

February 19, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent their cars from being damaged in the narrow spaces. Streets that are already overflowing with parked cars after 6pm nightly.

The committee can view what happens when narrow spaces are approved by visiting the Starbucks/Panda Express shopping strip on Arnold. (Near Walmart). People refuse to shop there because the parking is impossible.

They can also view what happens to the surrounding neighborhood when insufficient parking is provided by visiting the apartments on Fig Tree Lane after 6pm.

2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.

3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling, and solar) creating an eyesore and glare.

Do not turn Martinez into another city full of high rises. The restrictions are in place to keep our town feel. Do not destroy it.

4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is posted at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross-traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.

5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no crosswalks and no sidewalks in some

areas. The Arnold grade is not pedestrian-friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a “bus rapid transit” level.

6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a traffic jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state-mandated is certainly lining the builder’s pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

Do not allow them to build 3 and 4 story buildings in the middle of a residential neighborhood. That will look ridiculous, destroy our town’s character, and create a burden on the environment as well as current residents.

Thank you,

*Danielle Napoleon  
5006 Thatcher Drive  
Martinez, ca 94553*

Sent from my iPhone

**From:** David Freimuth <sportdave1@gmail.com>  
**Sent:** Saturday, February 5, 2022, 2:54 PM  
**To:** Hector J. Rojas <hrojas@cityofmartinez.org>  
**Subject:** "Amare Apt Homes"

This is not a project that should be built under any circumstances let alone the city defying its own ordinances and allowing both 3 and 4 story structures to be built..... the Environmental Impace Report is a whitewash and way out of date.....

Parking, there needs to be enough on site parking, not using Arnold Dr. or Starflower Dr., public streets, for all units... Including allowing for larger vehicles like trucks which are so popular.. At 183 units, there has to be at least 400 parking sports available on site... that is 2 per unit, which is reasonable and a few extra so you can either have more parking sports or some larger ones..... This is just common sense,,,,,, If they cant do that,.. No approval. After all, you cant park on Arnold Dr and on Starflower, you dont expect our streets to susidize a builders parking problem not to mention that those who did park on Starflower would have to walk across a busy Arnold Drive and may be caring groceries and children..... this makes no sense and if it gets approved, there are thousands of Marintez residents in this area that will vote you all out of office.

Dave Freimuth

February 21, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well as rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,

*David Rausch*

David Rausch  
2309 Banbury Loop,  
Martinez, CA 94553

February 21, 2022

Hector J. Rojas, AICP, Planning Manager  
Community Development Department  
City of Martinez  
525 Henrietta Street  
Martinez, CA. 94553  
[hrojas@cityofmartinez.org](mailto:hrojas@cityofmartinez.org)

Dear Mr. Rojas,

This letter is in response to your office's NOTICE OF PREPARATION for a Focused Draft Environmental Impact Report on the proposed Amare Apartment project.

After reviewing the latest information available on the County's website on the proposed Amare Apartment project, I have several concerns:

- SAFETY – The buildings are very close and the driveway could cause challenges for emergency responders, fire fighters and residents trying to exit in an emergency.
- AESTHETICS – The plan now consists of three 3-story and three 4-story apartment buildings. There are no other 3 or 4 story apartments in the nearby neighborhood. One 4-story building is on the frontage road and would have a greater negative impact on the neighborhood. The current scenic view of Mt Diablo would negatively impact current homeowners and residents.
- BIOLOGICAL RESOURCES – The area contains possible wetlands. Riparian and wildlife areas will be destroyed, and heritage trees removed.
- CULTURAL – It is not yet known if changes to the site would cause substantial adverse change in the significance of historical or archeological resources or disturb any human remains.
- GEOLOGY & SOILS – Topography of the site consists of hills that will be removed to accommodate all proposed buildings and parking spaces, causing possible instability of soils.
- NOISE – Significant noise for full duration of construction. Permanent noise from additional vehicles and likely an increase of Highway noise for neighbors uphill as sound is reflected off buildings.
- TRANSPORTATION – Minimal public transportation (bus stops only) with infrequent schedules. Unsafe walking conditions to bus stops due to lack of nearby sidewalks and crosswalks.

Sincerely,

Dennis Karaim  
5034 Gloucester Lane  
Martinez, CA 94553  
[dennis.k2@gmail.com](mailto:dennis.k2@gmail.com)

Ms. Devon Hoffman  
2050 Wellfleet Place  
Martinez, CA 94553-4355  
925-228-2454 (home)  
[devon.hoffman@comcast.net](mailto:devon.hoffman@comcast.net)

February 20, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

After growing up in Concord and living a few years in Pleasant Hill, I moved to Martinez 40 years ago. Seeing the high density living structures being built in Walnut Creek, Pleasant Hill, and Concord, I've always thought how happy I still am that I chose Martinez so many years ago. It's been my haven when I get crazy trying to negotiate the roads in those cities in the last few years. The sad thing is that this feeling is quickly dissipating as I watch the build out that's been occurring in Martinez over the last few years and the plans for the future.

This letter is specifically about the Amare Apartment Project, because this will be across the street from me. Of course, my first choice would be to not build on that property at all, but I know I have to accept that it's going to happen. If so, though, single family homes or the fewest possible units would be the best.

What I think I can help affect, though, is the best handling of the following issues:

The site allows for up to 29 units per acre. The confusion for me is the different numbers I'm seeing as to the acreage there. Even in the Initial Study, it has the following discrepancies:

- 1) Page 3, A. Background, item 10. Surrounding Land Uses and Setting says **the site is 6.06 acres.**
- 2) Page 16, I. Aesthetics, item b. says "The proposed **project site is a 5.09-acre** vacant lot." If it's really 5.09 acres, the max units allowed would be 148, not the 174 proposed.

Municipal Code calls for 2.5 stories over depressed parking; Developer wants variance for 3 full stories. The codes were written for a reason and minimizing the affects of requested variances is not the point. We should adhere to the existing code.

Parking:

- 1) Municipal Code calls for 2.25 parking spaces per unit for total of 392 spaces; Developer wants variance of 1.5 spaces per unit for total of 264 – difference of 128 spaces.
- 2) Spaces to be 1' shorter, 1' narrower and 1' less turnaround

This is not a downtown site where people without cars can walk to stores, restaurants, services, etc. This restriction would not make people not have cars – it would just move parking to existing neighborhoods. This would affect the Starflower/Wittenmyer areas and probably even Gloucester which already has people from the single family homes on Arnold parking there. Whatever is built needs to be self-contained; surrounding communities already have parking issues.

The smaller parking spaces are practically criminal. I have a very small car (Scion XD) and there are some spaces that even I have trouble with. Most people have vans and SUVs and again, smaller spaces are not going to encourage them to get smaller cars. They're going to cause accidents and frustration and move the parking into the surrounding neighborhoods.

The narrower drives in the plans for Amare will be dangerous, not only for normal life (large trucks, etc.), but if people need to leave quickly (e.g. fleeing a fire) these will bottle-neck quickly.

My last issue is simply that the traffic studies being sited are many years old. These need to be redone. The changes we've seen in traffic before COVID and since COVID restrictions have lightened up are huge. However, there are also issues sited in these old studies that have not been addressed. No large changes in population should be made until they are. The one glaring example I'll site is a traffic light for the intersection of Arnold and Pacheco. Also, the Amare Apartment Homes are not the only future project that will impact this area.

Thank you for your consideration,

Devon Hoffman

February 21, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the Sunrise Hills II neighborhood and will be greatly affected by the proposed Amare Apartments project as my house backs directly up to the property and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) The increased traffic poses a significant safety risk as the speed limit is 40 mph, and we have witnessed numerous near misses and accidents on Arnold Drive. We have personally almost been hit by a car while walking our dog. The city has a due diligence to keep pedestrians and motorists safe.
- 2) The increased demand on the water infrastructure especially during a drought, is in direct opposition to conservation requests from the State.
- 3) The natural creek that bisects the property will be enclosed, thus wildlife will no longer be able to utilize the water, creating an environmental impact. The initial study prepared by the City of Martinez states that an environmental impact study was needed as the project would cause a significant impact to the environment.
- 4) There are ten requested waivers by the developer, which is basically requesting allowance to circumvent all rules and regulations, put in place to protect the environment and a safe project. These waivers grant the developer to proceed with an unsafe project.
- 5) The noise level caused by the traffic and resident density living in the complex will significantly be increased and additional noise studies should be conducted.
- 6) The proposed removal of 72% of trees are protected native trees, including Oak. Any project should not affect protected trees.
- 7) The height of the buildings exceeds the maximum height of 30 feet, in the building ordinance, and the proposed is beyond 44 feet!
- 8) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. The proposed increased housing density and requesting a parking waiver limits the size of parking spaces and driveway widths to an unsafe egress and ingress to allow safe evacuation in the event of a fire and the ability to allow firetrucks and equipment access to fight the fires and thus would not be capable of reaching a four-story building and getting out, if necessary, not to mention residents fleeing.

- 9) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 10) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 11) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 12) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a “bus rapid transit” level.
- 13) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.
- 14) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder’s pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,



*Kelly Viale*  
2206 Foxhill Drive  
Martinez, CA 94553

February 20, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

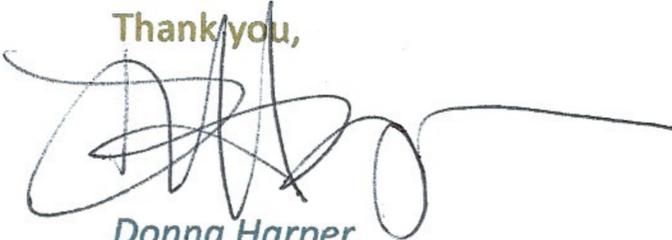
I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the **surrounding communities while not promoting safety or environmental concerns.**

Thank you,

A handwritten signature in black ink, appearing to read 'Donna Harper', with a long horizontal line extending to the right.

*Donna Harper*  
*2623 Star Tree Ct*  
*Martinez, CA 94553*  
*925-437-5196*

**From:** Edda Beck-Gilmore <bigebg@comcast.net>  
**Sent:** Monday, February 7, 2022, 4:59 PM  
**To:** Hector J. Rojas <hrojas@cityofmartinez.org>  
**Subject:** "Amare Apartments Projects"

Edda Beck-Gilmore  
4824 Starflower Drive  
Martinez, CA 94553  
Feb. 1, 2022

Hector Rojas, AICP  
City of Martinez Planning Manager  
525 Henrietta Street  
Martinez, CA 94553-2394

Re: [Public Concerns] Amare Apartments Project

I am writing to register my strong opposition to the proposed Amare Apartments Project because of the negative impact it will have on the surrounding neighborhoods and our ever-worsening traffic problems. I am genuinely concerned about the blatant application of variances used to ignore municipal codes, codes that were obviously established for a reason. As some have suggested, a smaller complex, perhaps a senior housing complex, would be a viable compromise and a much needed addition to Martinez, with far fewer detrimental impacts. The following are my concerns about the current project as stands.

[TRAFFIC SAFETY]

According to the proposal, there will be an increase of hundreds of cars on the area roads. Unfortunately, the traffic information being used is outdated, based on 2016 surveys. Since that time, our neighborhoods have been infiltrated by copious amounts of cars using the WAZE app to avoid the rush hour traffic jams on Highways 4 and 680. It has been a nightmare, clogging our roads to a degree I don't think anyone anticipated. To add hundreds of cars on top of that, is utterly **reckless**. The plan admits that the intersections of Arnold Drive with Glacier Dr/Milano Way and Pacheco Blvd. are already forecast to exceed capacity, mitigated only by their assumption that improvements at the 4/680 interchanges will alleviate any problems. We all know that is not the case. Traffic has skyrocketed on Arnold Dr., Pacheco Blvd. and other area streets, particularly at rush hour, with commuters trying to avoid the bottleneck at the Interstate 680/Highway 4 interchange. Many of these drivers, using traffic navigation apps, are clogging streets in our area while trying to reach Arnold Industrial Way TODAY. Abrams Associates' Transportation Analysis stated, "the addition of traffic from the proposed project would be considered a significant impact". That study is already out of date because the traffic in our area has become so much worse so quickly. The traffic jams that will result will cause accidents and foster road rage, especially at rush hour. This is a serious public safety issue.

The main proposed entrance to the Amare project, is directly across from the corner of Starflower Dr. (West side) and Arnold, the entrance to Sunrise Ridge. Sunrise Ridge residents will not be able to navigate out of their own neighborhood. You've just built a large The Villages at Arnold development to

the left and the newly planned development will block access out on the right. Residents will have great difficulty breaking into the constant traffic flow during rush hours. It can't be a good idea to block an entire neighborhood's access.

Considering the added congestion at this spot and the speed that many drivers reach coming downhill from both directions on Arnold, this will present a clear danger to drivers, as well as pedestrians. The speed limit on this stretch of Arnold is 40 mph, but most drivers go much faster. **The introduction of hundreds of additional cars to the traffic in our area will have a decidedly negative impact.**

#### [PARKING]

The Amare proposal includes a **variance** to reduce the number of parking spaces at the project. Municipal Code calls for **458** spaces. The developer wants to provide only **275**, which includes visitor parking. This is far too little parking for a suburban development of this magnitude. There is next to nothing within reasonable walking distance from this complex. The vast majority of these residents will own cars. There won't be enough parking spaces to accommodate every resident and guest at the complex, and the overflow parking **will** wind up clogging the streets in the surrounding neighborhoods, **a problem repeatedly seen in this developer's history.**

#### [AESTHETICS]

I take issue with your study's conclusion that this project will have a "less than significant" impact in terms of degrading "the existing visual character or the site and its surroundings." We'll lose one of our neighborhoods' last remaining areas of open space, along with some 75 trees. The project's architecture, aesthetics, and grounds are not in keeping with the surrounding developments at all. The adjoining neighborhoods, for as far as the eye can see, are all single family homes, townhouses, and condos. Aesthetically, a project of this type and this size would be jarring. Current zoning requirements call for the maximum height of structures to be 30 feet. The development plan's height for 3 story buildings is 35 feet, 2 inches and 44 feet 2 inches "above adjacent grade" for the four story buildings. Once again, **exceeding the maximum.** Another manipulation of the code to the detriment of the adjacent neighborhoods.

The Amare Apartment Project certainly does not fit in with its surrounding neighborhoods of single family homes and townhouses. Six three and four story buildings and 183 apartment units would constitute one of the biggest and densest complexes in Martinez, once again calling for a **variance to the municipal code.** The code calls for two stories over depressed parking or a maximum of 30 feet, whichever is less.

#### [ENVIRONMENTAL IMPLICATIONS]

This project is so big that the plan calls for the removal of the majority of trees, only to be replaced by saplings (veritable sticks that take YEARS to grow). This will definitely impact the wildlife already established there. The Villages at Arnold had to make accommodations due to the nesting of

eagles/hawks about a quarter mile down the road during their project. Accommodations will need to be made here. It is obvious that maximum growth cannot be the sole objective on every project, because you have many residents in your community that do not want that. **In order to serve the community, alternatives will need to be examined.**

This type of project is better suited for a transit village or a city center, within reasonable walking distance of reliable public transportation, as well as retail outlets, restaurants, supermarkets, etc. **A smaller project would be more appropriate for this site and would have less of a negative impact on traffic safety, parking, the environment, and aesthetics.**

Thank you,

Edda Beck-Gilmore

**From:** Ed Williams <ed.williams324@gmail.com>  
**Sent:** Saturday, February 19, 2022 9:28 AM  
**To:** Hector J. Rojas  
**Subject:** Scoping Comments: Amare Apartment Homes Project

It is my understanding that the Amare Apartment Homes proposed project qualifies as a “California Bonus Density Project” and the developer is requesting waivers for among other things, “building separation, parking stall depth, rear building setback, drive aisle width, and hillside density.” How can these waivers be granted when the site is within the John Muir Specific Plan which states that when a “proposed multiple family residential development is near an existing lower density multiple family development, the Planning Commission shall require appropriate transition elements...such as landscape buffering, building setbacks equal to or larger than those in adjacent zone district”?

In addition, we who live in the adjacent low-density neighborhood are very concerned about the parking variances the builder is requesting. Such as total of 275 parking spaces instead of the 450 that the municipal code calls for. And parking spaces that don’t comply with the current standard for adequate length. If these zoning variances are approved leading to inadequate parking for Amare residents and guests, what provisions is the City requiring from the builder to prevent overflow parking by residents and guests from flooding lower Starflower Drive where our daughter lives and other neighborhood streets where we live?

Thank you for your consideration,

Edward & Angie Williams  
2010 Caudel Court  
Martinez, CA

February 12, 2022

Hector J. Rojas, AICP  
Community Development Department  
City of Martinez  
525 Henrietta Street  
Martinez, California 94553

Subject: Scoping Comments: Amare Apartment Homes Project

Delivery via Email: hrojas@cityofmartinez.org

Dear Mr. Rojas,

I am writing as a concerned resident of the City of Martinez regarding the proposed Amare Apartment development by builder Bill Schrader. I have already written to the city requesting consideration be given to the aesthetics, watershed, and transportation impacts this development will have on the community. I respectfully ask that you again take these into consideration before final approval is given to the project.

My first concern is regarding the proposed building heights and safety issues. The developer wants to put 3 and 4 story buildings in the complex, which will require a variance. As a resident of the community directly across from this development, I have concerns regarding privacy, unsightly rooftop materials and equipment, and possible glare from the windows. I am also concerned about how close the buildings will be and whether it will impede emergency access.

My second concern is whether this area is part of our watershed and if it contains possible wetlands. I have also seen various wildlife make that area their home. What impact will development of this land have on these issues?

Lastly, transportation is a major concern. The development will not have enough parking spaces for its residents. Decreasing parking spaces in a very dense apartment complex will cause overflow parking onto neighboring streets. The community immediately across from the proposed development already is suffering from limited parking for residents and guests. More cars competing for parking spaces will only exacerbate the issue.

Additionally, the developer has proposed shrinking the size of each allotted parking space, which will have unintended consequences. As I have experienced first hand, smaller parking slots cause larger cars to infringe on adjoining spots or will create a situation where larger cars cannot fit into the spaces. This, also, will cause overflow parking onto neighboring communities.

I also would like to express my concern over the density of the proposed project and the increased traffic it will bring to Arnold Drive, specifically the intersections at Arnold Drive and Pacheco Boulevard. Traffic has increased considerably on Arnold Drive and, especially during commute hours, there are long wait times for those turning from

Arnold Drive onto Pacheco Boulevard. It is becoming a very dangerous intersection for left-hand turns. Putting in a housing project that is projected to bring an additional 435 plus people into the area without considering traffic flow is unconscionable.

Lastly, there is no adequate public transportation withing a reasonable and safe walking distance. If parking spaces are reduced, there should be infrastructure in place to address the anticipated public transportation needs.

Thank you for considering my concerns.

Eileen Devlin  
4977 Bayleaf Court  
Martinez CA

**From:** Eli Krainock <elikrain@yahoo.com>  
**Sent:** Friday, February 18, 2022 3:07 PM  
**To:** Hector J. Rojas  
**Subject:** "Scoping Comments: Amare Apartment Homes Project"

Mr. Rojas,

Every Developer wants to get more bang for their buck, hence the addition of one more story and nine more units. This, of course, qualified it as a "California Bonus Density Project". Wonderful loophole for the developer! I believe the main concern would be parking. It is my understanding that 1.5 parking spaces are allotted per unit. I'm not sure if that is a City or County figure, but you and I know that it is unrealistic. An average family of two has 2 cars. Most families today have 2 to 3, maybe 4 cars. The parking would overflow into the surrounding areas, namely Starflower Drive and the existing single-family developments. That calcs out to be 274.5 parking spaces for the units. In reality, you will probably need 549 spaces.

The garages are probably designed to the minimum where you might fit 2 Pruis's. A question would also be, what is the percentage of low income or Section 8 units, if applicable?

I'm sure the city can use the revenue but perhaps we'll all get lucky and through the EIR, they will find Red Salamanders, Burrowing Owls and perhaps some arrowheads.

Thank you for your time.

Eli K.

**From:** Elissa Hemaueer <ehemaueer@gmail.com>

**Sent:** Friday, January 21, 2022 12:39 PM

**To:** Hector J. Rojas <hrojas@cityofmartinez.org>

**Subject:** "Scoping Comments: Amare Apartment Homes Project"

Elissa Hemaueer

2116 Elderwood Dr

Martinez, CA 94553

I read through the information that was shared on the City of Martinez website and have a few comments.

1. I see the environmental impact but what about the educational impact for the students at Hidden Valley Elementary? This school is already bursting at it's seams for enrollment so adding 183 residential dwellings on top of the 65 residential homes at Pine Meadows, where will these students go...not a Martinez Unified School. I'm sure if that was the case, the development would be a big no but since it is a Mount Diablo School, there is no problem bringing them to a breaking point. Where is the discussion with MDUSD and if their enrollment can support this kind of increase in population?

2. I am concerned about the traffic congestion this will create along Arnold, Glacier, Pacheco and Morello Ave. The off ramp to Pacheco is already spilling onto Hwy 4 but now add additional cars to exit there to get home will add to the congestion.

The intersection at Glacier and Arnold is unsafe and now to add the additional traffic is terrifying, especially with a bus stop right there and no sidewalks.

Please consider these two major concerns when reviewing this project. I don't believe this project is supportive of the residents that currently reside in this area of the district as well as the families that have children attending Hidden Valley Elementary.

Thank you.

**From:** Elizabeth Wahl-Polivka <ewahl13@gmail.com>

**Sent:** Friday, January 21, 2022 2:22 PM

**To:** Hector J. Rojas <hrojas@cityofmartinez.org>

**Subject:** Amare Development

Hello,

I am writing to you as a concerned citizen of Martinez regarding this new Amare housing development being erected in my child's school district.

We can't afford any more kids coming into these schools so this housing development, in addition to the other housing development that is already underway, would be further detrimental to the quality of education these children are receiving. The teachers and staff are horribly overworked, underpaid, the classes don't see the money that they should from our property taxes and I swear that money goes right into the pockets of the superintendent and his ilk.

We cannot afford any more kids enrolling at these schools until the system changes, the school is expanded, more teachers are hired, and class sizes made much smaller. We always hear "this will bring more money to the schools!" But we have already seen first hand that this doesn't happen, it's just something bureaucrats like to say to try to silence us or get us to go along with the project. I fell for that once but not this time.

It is really bad right now and my child is struggling due to the overcrowding in the classrooms this year. Class sizes are TOO LARGE. Do not further contribute to the problem by ignoring the harmful impacts these developments have on our schools.

Do not support this new development because it will hurt the rest of us who are already here trying to help our kids succeed with the little resources we have.

Thank you for your time.

Elizabeth

Please know I am totally against the proposed <sup>"Amare"</sup> ~~Amore~~ project on Arnold drive here in Martinez. It intersects Starflower Drive which is where I reside. The complex would cause heavy traffic and congestion on Arnold drive. It would also impair the flow of our sewer and utilities as well as ruin our view of the valley.

From a 35 yr Martinez resident,

Ellen Heathcote at 4890 Starflower dr.

*Ellen Heathcote*

February 5, 2022

**From:** Eric Gilmore <gilmoreeric@comcast.net>  
**Sent:** Monday, February 7, 2022, 4:36 PM  
**To:** Hector J. Rojas <hrojas@cityofmartinez.org>  
**Subject:** "Amare Apartment Project"

Starflower Dr.

Martinez, CA 94553

February 7, 2022

Hector J. Rojas, AICP

City of Martinez Planning Manager

525 Henrietta St., Martinez CA 94553-23944

I'm writing to register my strong opposition to the proposed Amare Apartment Project.

The Amare Apartment Project does not fit well with its surrounding neighborhoods of single-family homes and townhouses. Three four-story and three three-story buildings with 183 apartment units would constitute one of the biggest and densest housing complexes in Martinez.

The project calls for numerous exceptions to city code, including the excessive height of the buildings and lower number of parking spaces. City code requires 458 parking spaces for a project of this size, but the Amare Apartment Project wants a variance to provide only 275 spaces.

This is far too little parking for a suburban development of this magnitude located so far away from stores, restaurants, businesses and BART. The vast majority of these residents will own cars. There won't be enough parking spaces to accommodate every resident, let alone guests, at the complex, and the overflow parking will wind up on streets in the surrounding neighborhoods.

This type of project is better suited for a transit village or a city center, within reasonable walking distance of reliable public transportation, as well as retail outlets, restaurants, markets, etc. A smaller project would be more appropriate for this site and would have less of a negative impact on traffic, schools and the environment. As some have suggested, a senior housing complex would be a viable compromise and a much-needed addition to Martinez.

The addition of hundreds of additional cars to the traffic in our area will have a decided negative impact. Traffic has skyrocketed on Arnold Dr., Pacheco Blvd. and other area streets, particularly at rush hour, with commuters trying to avoid the bottleneck at the Interstate 680/Highway 4 interchange. Many of these drivers, using traffic navigation apps, are clogging streets in our area while trying to reach Arnold Industrial Way.

The proposed primary entrance to the Amare project is directly across from the corner of Starflower Dr. (West side) and Arnold. Considering the added congestion at this spot and the speed that many drivers reach coming downhill from both directions on Arnold, this could present a clear danger to drivers, as well as pedestrians. The speed limit on this stretch of Arnold is 40 mph, but many drivers go much faster.

I take issue with your initial study's conclusion that this project will have a "less than significant" impact in terms of degrading "the existing visual character or the site and its surroundings." We'll lose one of our neighborhoods' last remaining areas of open space, along with some 75 or so trees. Six large apartment buildings will block views of surrounding hills and Mt. Diablo.

Thank you,

Eric Gilmore

**From:** Fiorella Russo-Jang <fiorella.russojang@gmail.com>  
**Sent:** Monday, February 21, 2022 10:48 AM  
**To:** Hector J. Rojas  
**Subject:** Scoping Comments: Amare Apartment Homes Project

February 21, 2022

Hector Rojas

City of Martinez

Planning Director

525 Henrietta Street

City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of

the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.

5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a “bus rapid transit” level.

6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) Thousands of truck loads of soil will be necessary to level out the proposed site. This will cause extreme damage to Arnold Drive and the surrounding streets.

8) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder’s pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,

*Fiorella Russo-Jang*

*Fiorella Russo-Jang*

*2415 Deer Tree Ct.*

*Martinez, CA. 94553*

February 17, 2022

Hector Rojas  
City of Martinez  
Community Development Dept.  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.

- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.
- 7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,

A handwritten signature in cursive script, appearing to read "Fred Honda".

Fred Honda  
4978 Bayleaf Ct

**From:** shoptogo@aol.com  
**Sent:** Thursday, February 17, 2022 2:23 PM  
**To:** Hector J. Rojas  
**Subject:** Amare Apartment Project.

Gabriele Ollikkala  
4980 Wittenmyer Court  
Martinez, CA 94553  
925 370-0998

[shoptogo@aol.com](mailto:shoptogo@aol.com)

February 17, 2022

re: 183 Amare Apartment Buildings

Dear Mr. Rojas,

I am a concerned citizen who lives across the street from the proposed Amare apartments. I have lived here for 23 years.

This complex calls for six three to four-story buildings consisting of 183 units, i.e. 79 two-bedroom, and 104 one-bedroom units, with 9 units below market rate qualifying the project as a "California Bonus Density Project". Well, this is one way the builder hopes to get away with this insane project, making lots of money, regardless of all the negative consequences this project would create. There is not enough space for that many buildings, plus parking spaces, driveways, etc.

There are two adjoining parcels noted on records as being 4.22 and .87 acres, and yet the builder claims the parcel to be 6.02 acres. Where is the discrepancy coming from? This developer wants to create only 275 parking spots, 87 garage spots, and 188 outside spots. (This is per State density Standards). The way they figure it is 104 spots for the one-bedroom units, 119 spots for the two-bedroom units. Again, this does not make any sense at all. Most units, even the one-bedroom ones will most likely have two cars, and the two-bedroom units will have two to three cars. So, 79 two-bedroom units times two cars equals 158 cars, and let's say half of the one-bedroom units, 52 of them, will have 2 cars, which equals 104 cars, plus the other 52 units will have one car, which equals 52 cars, so now we have a total of 314 cars, give or take some. Where on earth are these people going to park? Of course, they will be spilling out into our neighborhoods, which already are short of parking spaces. This will result in us having to go out of our areas to find parking for ourselves and guests, etc.

There is no public transportation nearby, so guess what? Tenants will be driving to work, shopping, etc. causing tons of additional traffic, noise from cars, and heaven forbid motorcycles and more speeding on Arnold Drive, (which already is a speedway). Arnold Drive cannot accommodate all this traffic! Then there is the other problem on Arnold Drive and Pacheco Blvd., there is no traffic light at that corner, only a stop sign. There won't be a traffic light at that corner, even now that it is dearly needed. From my understanding a traffic light is not fully funded....therefore, let the drivers figure out how to access those streets!

Try and get from Arnold Drive onto Pacheco Blvd. during the morning commute! Then it gets even worse during the evening commute since commuters get off Highway 4 and drive down Pacheco Blvd. (to avoid the Highway 4 traffic jam). This results in a long column of cars and no one will let us residents get onto Pacheco Blvd. or from Pacheco Blvd.

onto Arnold Drive. Naturally, this results in a backup on Arnold Drive, as well as on Pacheco Blvd. which is quite dangerous, resulting in rear-enders (which happened to me and other people) since cars, when they come to the top of the hill, on Arnold (just about across from the County building), cannot see vehicles stopped further down on Arnold.

With this Amare project, there will be an increase in traffic due to all those extra cars driving on Arnold Drive. We have already noticed an increase in traffic since the Villages at Arnold have been occupied, but another 300 or so cars on Arnold will be the nightmare of the century!!! Again, I question how on earth anyone could have come up with this insane project without having thought about all the consequences.

Now to the next part of that insanity: As far as the land goes it is a beautiful spot with many old trees, some protected ones, accommodating wild and domestic birds, hawks, even some birds that are on their migration paths. There are hills and valleys on that property being inhabited by wildlife, such as deer, skunks, rabbits, and turkeys. etc. In addition, there is a long "creek" going through that property which, during heavy rains, almost overflows. Now the developer wants to destroy all of this, level the hills, cut down the trees, and totally destroy the property... why?.....just to make a lot of money and destroy the land and surrounding neighborhoods.

There will be two driveways into the complex, one across from Wittenmyer Court which will be an EXIT ONLY, restricted to a right turn down Arnold. The other driveway will be across Starflower Drive and will be the ONLY ENTRANCE into the apartments. It will also serve as an EXIT with right and left turns allowed. Of course, there won't be

any traffic lights at either driveway! Dangerous? You bet it will be!

Now, during this construction, which will take a very long time, there is going to be tremendous truck traffic, dust, and noise since 10 thousand yards of dirt will have to be moved in

order to accommodate all those buildings. Each truck can only hold approximately 20 Yards of dirt, so an unbelievable amount of trips will be required. And of course, the builder will

be granted another variance from the city...guess what? To cut down all the trees, protected or not!

I, personally would have no objection to a more reasonable approach to this parcel of land. What is needed is a smaller amount of single-family homes or townhomes (no higher than two stories) or even a combination of the two with greenspace and trees between the homes, play spaces for the children, walkways, and of course plenty of parking spaces. As it stands now, the present proposal is totally insane!

Sincerely,

Gabriele Ollikkala  
4980 Wittenmyer Court  
Martinez, CA 94553

925 370-0998

[shoptogo@aol.com](mailto:shoptogo@aol.com)

**From:** Herb Hoffman <hhoffman0099@gmail.com>  
**Sent:** Sunday, February 20, 2022 3:13 PM  
**To:** Hector J. Rojas  
**Subject:** Suggestion for handling density bonuses

**Herb Hoffman**  
**2439 Heatherleaf Lane**  
**Martinez, CA 94553**

Hector Rojas, AICP  
Community Development Department  
City of Martinez  
525 Henrietta Street  
Martinez, CA 94553

February 19, 2022

Suggestion for handling density bonuses

Hector Rojas, AICP  
Community Development Department  
City of Martinez  
525 Henrietta Street  
Martinez, CA 94553

Mr. Rojas and Planning Commission members:

I suggest that Martinez develop and enforce local ordinances to clarify how the city evaluates exemptions, variances and concessions that bypass mature land use policies that are based on residents' needs and desired qualities. At a 2016 conference, The League of California Cities concluded:

"California's density bonus law is a confusing, poorly drafted statute that allows major exceptions to local planning and zoning requirements. The law contains numerous protections for applicants, and communities that are unprepared may find themselves seemingly forced to approve an undesirable project. Preparing a local density bonus ordinance and procedures that clarify ambiguities and require detailed information from the applicant can give cities the tools they need to better evaluate these projects and achieve results similar to those intended by local planning."

Regards,

*Herb Hoffman*  
[hhoffman0099@gmail.com](mailto:hhoffman0099@gmail.com)



**From:** Herb Hoffman <hhoffman0099@gmail.com>  
**Sent:** Sunday, February 20, 2022 2:24 PM  
**To:** Hector J. Rojas  
**Cc:** terist@99ideas.net  
**Subject:** Scoping Comments: Amare Apartment Homes Project

**Herb Hoffman**  
**2439 Heatherleaf Lane**  
**Martinez, CA 94553**

Hector Rojas, AICP  
Community Development Department  
City of Martinez  
525 Henrietta Street  
Martinez, CA 94553

Project Title: Amare Apartment Homes

Mr. Rojas and Planning Commission members:

I want to add details to my August 2020 letter to Christina Ratcliffe and the Planning Commission that only listed the important concerns as I saw them then. After the developer stretched the provisions of the "bonus density law" to increase the size and get more concessions from City residents, I am providing additional comments regarding the Amare Apartments project.

I believe that Martinez, and the neighborhoods around the project's planned location, deserve the best possible residential and commercial buildings.

I wrote to the Commission in 2018 and 2020, asking the Commission to require a plan that does a better job of supporting our city's goals for physical development and welfare. While there is now another plan, the developer is straining the provisions of the "bonus density law" to try to squeeze in as many tenants as possible rather than create a pleasant new living environment that would add value to our city.

The new plan still presents several concerns:

--Excessive height

Buildings are higher than neighboring homes that make up the residential part of the area.

--High density for the available lot area

Increased density beyond Martinez and state standards benefit only the developer. These increases do not improve the neighborhood or the city except to expand available rental housing.

--Restricted common-use area (as allowed by bonus density law)

The lack of open area for project residents will reduce residents' pride in and care for the area.

--Insufficient room for parking

Reduced on-site parking will cause residents to leave vehicles on city streets

--Limited escape routes

Dense parking and narrow drive aisles along with poor entry and exit driveways increase the danger of blocked exits during an emergency.

--Added traffic on Arnold Drive

Arnold Drive already carries more vehicles at faster speeds than shown in traffic studies. The lack of any safety measures for pedestrians and cross-street traffic will cause more accidents.

The Commission ought to ask the developer and the City to meet with neighbors of the project site, other city residents, and appropriate city staff to find modifications that will add value for the City in this project. That would make the Amare project an asset to Martinez instead of just another over-built apartment complex.

Regards,

*Herb Hoffman*

[hhoffman0099@gmail.com](mailto:hhoffman0099@gmail.com)

925-876-0342

**From:** James Chou <choujames341@gmail.com>  
**Sent:** Sunday, January 30, 2022 12:29 PM  
**To:** Hector J. Rojas <hrojas@cityofmartinez.org>  
**Subject:** Comments for Amare Apartment Homes Project

Dear Hector Rojas,

I oppose the above subject apartment project due to traffic overload concerns that I have for Arnold Drive. Arnold Drive is not capable of handling the traffic load when the residents of above apartments are added to this narrow region.

Please pay close attention to this traffic issue for the intersection region of Arnold Drive and Starflower Drive.

Best Regards,

James Chou

5029 Thatcher Drive,  
Martinez, CA 94553

February 18, 2022

Hector J. Rojas, AICP  
Community Development Department  
City of Martinez  
525 Henrietta Street  
Martinez, CA 94553

[hrojas@cityofmartinez.org](mailto:hrojas@cityofmartinez.org)

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly impacted by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. This, combined with the reduction of the overall number of spaces, will be a burden placed on the surrounding streets due to apartment residents attempting to park additional and oversized cars to prevent them from damage. All driveway and parking space dimensions are reduced making parking difficult and spilling into surrounding neighborhoods. My property is adjacent to Starflower Drive, and I would be directly impacted by overflow parking on Starflower Drive and Foxhill Drive.
- 2) I also object to the narrower driveways due to safety issues. Buildings too close together makes for difficult emergency access. Ingress and egress during a fire in the rear buildings identified as #5 & #6 would be impacted. The City must confirm if a fire truck is capable of reaching a four-story building and safely egressing if necessary, all while residents are evacuating.
- 3) Another objection is regarding the three and four-story buildings. Plan now consists of three 3-story, three 4-story apartment buildings and total units increased from 174 to 183! Our scenic views of Mt Diablo will be affected due to height of new buildings. Glare from windows and unsightly rooftop materials and equipment for those sitting above the project. I am concerned about privacy issues to the adjacent homes along Arnold Drive and across the street along Foxhill Drive, as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare, and blocking morning sunlight to residents along Arnold Drive.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 mph as the transportation study indicates. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place, as well as no current traffic signal at

Pacheco Blvd and Starflower Drive (both intersections with Arnold Drive) will cause even greater traffic congestion and safety issues.

- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold Drive grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd could be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will create an increase of 1,100 car trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the Pacheco Post Office would create congested and unsafe traffic conditions; certainly not environmentally friendly. This is unacceptable.
- 7) Noise - Significant noise for full duration of construction. Permanent noise from additional 400+ vehicles and possible State Highway 4 noise reverberating uphill resulting from added buildings and soundwalls.
- 8) Biological Resources - The area contains possible wetlands. Riparian and wildlife areas will be destroyed and heritage trees removed.
- 9) Cultural Resources - It is not yet known if changes to the site would cause substantial adverse change in the significance of historical or archeological resources or disturb any human remains.
- 10) Geology and Soils - Topography of the site consists of hills that will be removed to accommodate all the buildings and parking spaces causing possible instability of soils along the surrounding areas, including the Contra Costa County building and State Highway 4.

I believe the approval of any more concessions/exemptions over what is state mandated is only favoring the builder and not in the best interests of the local community or public safety. The developer appears to be obtaining these perks by simply providing nine affordable housing units (the least amount to obtain his goal) while 174 units are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities, while not creating new safety and environmental impacts.

Thank you,



James R. Larot, Jr.  
4990 Bayleaf Ct.  
Martinez, CA 94553  
(925) 229-1043  
Email: jimberty\_larot@yahoo.com

**From:** Jamie Amesbury <jamieamesbury@yahoo.com>  
**Sent:** Wednesday, February 16, 2022 6:30 PM  
**To:** Hector J. Rojas  
**Subject:** Scoping Comments Amare Apartments Homes Project - Jamie Amesbury 4830 Starflower Dr

February 16, 2022

Dear Hector,

When I came home the other day, there was a flyer stuck to my door about the plan for Amare apartments. I had instant disappointment when reading about the location and overall plan for these apartments. First of all, the greenbelt is so beautiful where they want to put the apartments. These apartments will be tall and unsightly. Also, they will most likely bring down the value of all the surrounding homes. I feel like the neighborhood is a hidden gem. These apartments will create more traffic congestion and parking problems. In the long run, what kind of landscape do we want for the City of Martinez? What makes it so charming is the beautiful hillsides and nature. Let's not make the mistake of other cities with an abundance of overly tall buildings.

I thank you for your time.

Jamie Amesbury

February 18, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

**I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:**

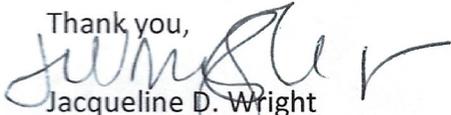
- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) **The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day.** This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

**I strongly urge the developer review the plan and find a solution that is more in keeping with the surrounding communities that does not impact safety or environmental concerns.**

*please!*

Thank you,



Jacqueline D. Wright  
2611 Start Tree Ct.  
Martinez CA 94553  
Cell 925 899-6751

**From:** Jeff Olsen <jto17@hotmail.com>  
**Sent:** Tuesday, February 15, 2022 7:08 PM  
**To:** Hector J. Rojas  
**Cc:** Jeff Olsen; Richard W. Jensen  
**Subject:** Scoping Comments: Amare Apartment Homes Project

Mr. Rojas,

I realize some of the items listed below are more Land Use related than CEQA related; however, I will include all of my primary concerns regardless. In its most basic form, reducing the density (no. of units) of this project is the easiest solution to resolve both the Land Use and CEQA issues listed below.

Overall, the developer is requesting too many exceptions to the city's Zoning standards and the magnitude of most of these exemption requests are egregious. If the density is at least "moderately reduced" these other issues can be mitigated.

1. Building heights over the city's maximum allowance.
2. Number of stories over the city's maximum allowance.
3. Deficient number of parking spaces proposed per the city's minimum requirements.
4. Size of parking spaces proposed need to comply with minimum city standards.
5. Provision of ample areas for moving trucks and delivery vehicles
6. Volume of Traffic impacting Arnold Drive and nearby intersections at Glacier and Pacheco.

All of these are concerns, but especially the lack of parking, since the parking will ultimately spillover to Starflower Drive and the Foxhill neighborhood. Aesthetically, the height of the buildings will be an eyesore (as seen from Highway 4 and Arnold Drive and some Foxhill residents) and they would tower over the neighboring single-story homes to the west of the project site on Arnold Drive.

One request, that should be provided early in the process, is the accurate installation of story poles (verified by city staff to be accurate) so that the public, Planning Commissioners and City Council members can clearly see the height of all buildings at the exact locations (i.e. at the corners of each and every proposed building) on the project site. This will also allow everyone to visualize the proposed setbacks of these excessively tall structures (especially along the project site's north and west property lines).

Thanks,

Jeff Olsen  
2460 Heatherleaf Lane  
Martinez, CA 94553

**From:** Jenny Nardi <jeing99@gmail.com>  
**Sent:** Saturday, February 12, 2022 5:25 PM  
**To:** Hector J. Rojas  
**Subject:** Amare - comment

Hector J. Rojas, AICP  
Community Development Department  
City of Martinez  
555 Henrietta St  
Martinez, Ca 94553

RE: AMARE Apartments Project - AGAINST

I am a home owner living on Foxhill Drive, Martinez for the past 14 years. At the moment 5 mins make a huge different in arriving at my destination on time. Adding 50 units apartments will guarantee clog Arnold drive, left alone 183 units. Increase of traffic on Arnold Dr is up by 1,100 trips per day. I might not even made it out to HWY 4. - congestion/traffic/pollution/noise/accidents

Public transportation is not the best choice for me nor for City of Martinez. This city will never be San Francisco, or Singapore Europe. They will be doomed without their public transportations. I tested it way back when. I had to spent 2 hours by bus right on Arnold Dr. VS 15 mins by personal car. It is expensive, take too long and busses are always empty, I feel unsafe. Therefore more cars/ more congestion/pollution worsen/more traffic.

How about the NOISE: during construction and after completion? How many decibels point are we talking about once the construction started and by the time apartments are up and running?

Soils / Geology to be guarantee stay stabile?

Aesthetics: buildings and 183 units crammed in such small area unacceptable for emergency access. 4 story high absolutely blocking My view of Mt. Diablo and I will agree to 2 story building. Glare from windows and unsightly rooftop materials and equipments are just not acceptable.

Parkings: No capacity to accommodate 183 units. We know the total number of peoples actually occupying each unit will be more than 183. They choose the wrong site.

\*\* The cannabis dispensary recently approved and the 2200+ units self storage facility currently under city review on Sunrise Drive as well as the potential for another apartment complex on Pacheco Boulevard near Arnold Drive. Sadly I have to consider additional impact from the above add on.

**From:** Jenny Nardi <jeing99@gmail.com>  
**Sent:** Saturday, February 19, 2022 7:24 AM  
**To:** Hector J. Rojas  
**Subject:** Scoping Comments: Amare Apartment Home Project

February 20, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.

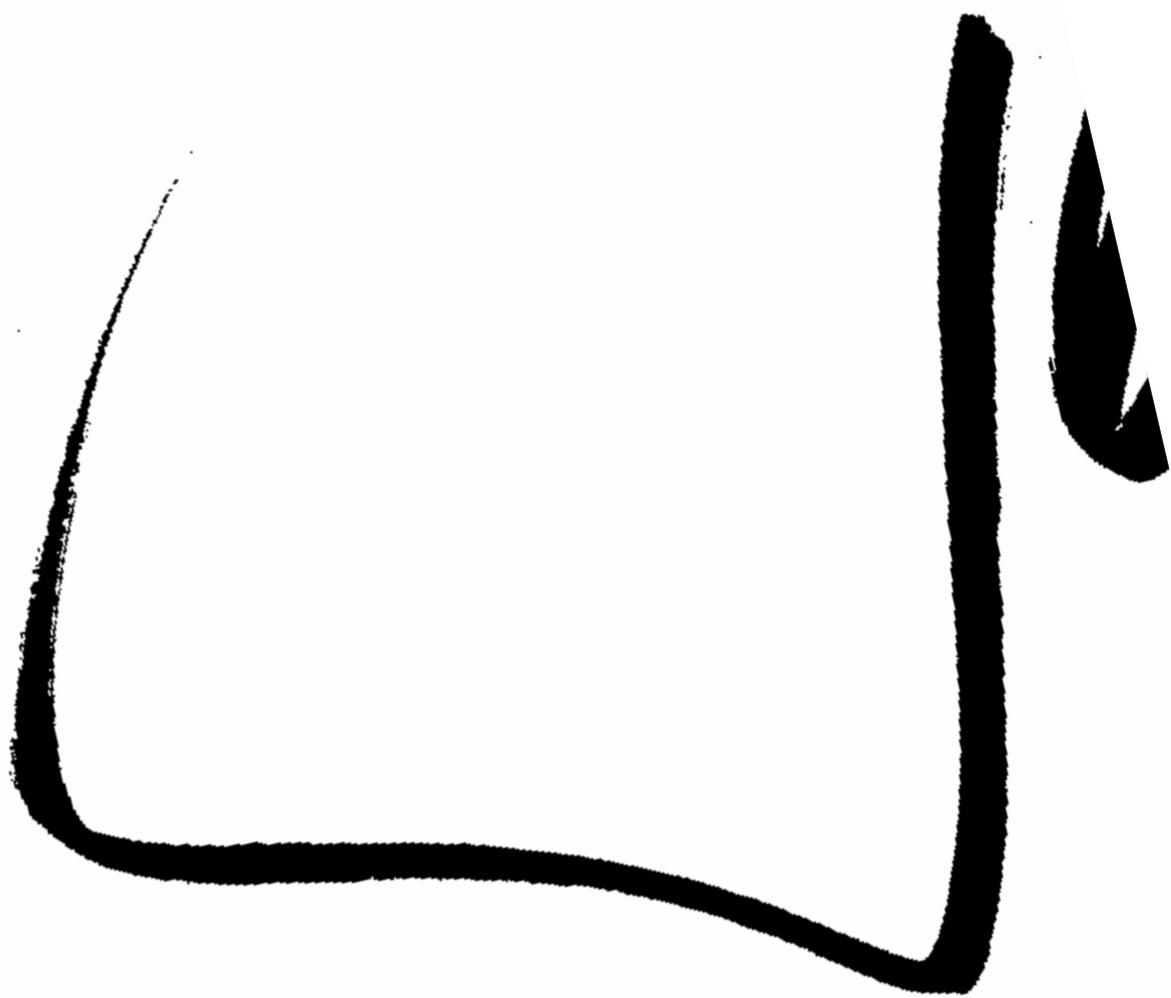
5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a “bus rapid transit” level.

6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder’s pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,



Jenny Nardi  
2219 Foxhill Drive  
Martinez, CA 94553

**From:** Joanne Gabellini <joannegabellini11@gmail.com>  
**Sent:** Tuesday, February 22, 2022 8:12 PM  
**To:** Hector J. Rojas  
**Subject:** Amare Apps.

February 21, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling, and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross-traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian-friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state-mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,  
Joanne Gabellini  
4786 Starflower Drive  
Martinez, CA 94553

**From:** Joe Zumbo <jzumbo@comcast.net>  
**Sent:** Monday, February 21, 2022 10:11 AM  
**To:** Hector J. Rojas  
**Subject:** Scoping Comments: Amare Apartment Homes Project

February 21, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling, and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross-traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian-friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state-mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,

Joseph Zumbo  
5030 Thatcher Dr  
Martinez, CA 94553

**From:** Josh Blitstein <josh@theactiongroup.net>  
**Sent:** Sunday, February 20, 2022 7:46 PM  
**To:** Hector J. Rojas  
**Subject:** RE: Scoping Comments: Amare Apartment Homes Project

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

Dear Mr. Rojas:

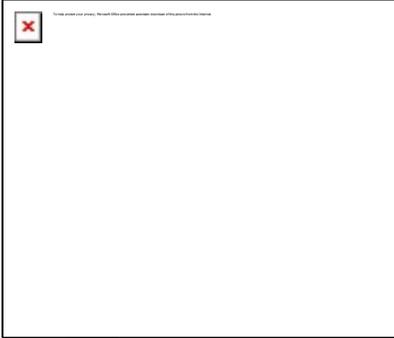
I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling, and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross-traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian-friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.
- 7) I believe the approval of any more concessions/exemptions over what is state-mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,

Josh Blitstein  
2247 Foxhill Dr.  
Martinez, CA 94553



Josh Blitstein  
President  
The Action Group, Inc.  
O (800) 670-9824  
F (925) 957-6256  
E [josh@theactiongroup.net](mailto:josh@theactiongroup.net)  
[www.theactiongroup.net](http://www.theactiongroup.net)

For Customer Service, Order Status, and general information, please email [info@theactiongroup.net](mailto:info@theactiongroup.net)

**Visit our Showroom! Call our office for an appointment.  
2608 9th St. Suite 201 Berkeley, CA 94710**

**FOLLOW US ON INSTAGRAM! @THEACTIONGROUP**  
**FOLLOW US ON FACEBOOK! THE ACTION GROUP, INC.**

**From:** Julie Levin <julie.a.levin@gmail.com>  
**Sent:** Wednesday, February 16, 2022 5:24 PM  
**To:** Hector J. Rojas  
**Subject:** Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas,

I'm writing to share concerns about the Amare Apartment Homes Project. I have lived in Martinez since 2006 and love our community. Before that, I lived just 1/2 mile away in Pleasant Hill for eleven years. During that time, I've watched our little town grow - both for better and for worse.

My chief concern is the overall impact of high density housing in our area, this project being one of several that have been developed or will be soon. While the assessment of impact showed that the effect of the project would not be significant, the cumulative growth is certainly impacting all of us. Traffic is worse. Pollution is worse. We are already rationing water now, year after year as drought continues. Our fire seasons are getting longer and the days of poor air quality are more frequent and worse. We depend on open spaces and the carbon sequestration that plant life in those areas provides. I understand the need to provide more housing in the Bay Area. And I understand the value of increasing our local tax base. But I think we need to balance these two sets of needs - for housing and to protect our environment.

I am also concerned about the impact of the project on parking. The project provides barely enough parking for residents - assuming that single units are not used by couples and that larger units are not shared with adult children or roommates. Once guests are factored in, the parking proposed seems inadequate, which means spill over into neighboring areas where parking is already limited.

The area where the project is proposed currently consists of single family homes and condos. The investment in ownership lends a sense of stability and security to the neighborhood. With rentals, there isn't the same level of investment. For most renters, this is not an issue. But there always seem to be a select few who don't respect their own space or the space of neighbors. As someone who has worked closely with property managers for many years, I have seen how this lack of investment and empathy can cause damage, strife, and ultimately lower property values in the vicinity.

My hope is that the city is taking all of these issues into account before approving the proposal. My wish is that the builder would consider constructing condos or single family homes. However, I understand the wish for ongoing income. If single family homes are not an option, I would recommend reducing the number of units and preserving some of the open space in the area as well as shifting the number of one and two-bedroom units as well as adding a few three bedroom units to accommodate more families. I would also recommend that the builder provide at least one extra parking space for each two+-bedroom unit.

Thank you for reading my concerns and recommendations.

Sincerely,  
Julie Levin  
2518 Fern Leaf Lane  
Martinez, CA 94553

***Karen Jean Halpin***  
***4888 Starflower Dr.***  
***Martinez, CA 94553-4354***  
***925-240-3113***

February 18, 2021

Hector J. Rojas, AICP  
Planning Manager  
Community Development Department  
City of Martinez  
525 Henrietta Street  
Martinez, CA 94553

[hrojas@cityofmartinez.org](mailto:hrojas@cityofmartinez.org)

SUBJECT: "AMARE APARTMENT HOMES PROJECT"

Dear Mr. Rojas:

I have owned my home on Starflower Dr in Martinez for 23 years (next month). I am very fond of this Sunrise Ridge neighborhood and am very worried about the proposed development planned on Arnold Dr.

I am concerned about the environmental impacts that will be created by the Amare Apartment project. I have reviewed the most current environmental reports that are available for this neighborhood that are posted on City of Martinez website. Most of these reports date back to 2016 and 2017 and the analysis was performed prior to the recent neighborhood developments such as the Villages at Arnold (47 townhomes). The Illingworth Rodkin Noise Assessment report was dated 7-10-17 and thus did not measure the increased traffic nor the noise of large personal trucks parking on the residential streets because the apartment spaces are not large enough to accommodate them. Noise will increase on all of our streets.

The Air Quality report dated 5-10-2017 and the Traverso Arborist Report of 5-16-16 are old should be revisited. The Amare project plans does not include adding any more trees or vegetation to help reduce the negative impact to the air quality due to the additional vehicular traffic. At least when the Villages at Arnold were built, they planted trees and they lowered the buildings in the hill, so as not to obstruct the views. It will be so sad to see so many Heritage trees removed. I've enjoyed watching the hawks fly around and build nests in the remaining huge trees there.

The traffic study, dated 10-4-17, is also outdated and was also performed before the Villages at Arnold were built and does not reflect the additional traffic to due residential and commercial changes in the area. Will be there be traffic control improvements in the area such as adding a traffic light Pacheco and Arnold? The northbound Pacheco exit off of Hwy 4 is so crowded

between 3:30pm - 5:00pm that we often have to go to Morello just to avoid getting hit from behind on Hwy 4. The addition of 183 apartments in this area will have a significant traffic impact and that current intersections issues I mentioned will only get worse. Also, I understand even more apartments are to be developed off Pacheco Blvd very close to Arnold Drive. (Across from the Post Office)

As for views, I'm sure John Muir would roll over in his grave if he saw 3 and 4 story buildings built right next to Hwy 4. You may have heard this before, but the only residential 4 story or higher building in Martinez is the downtown City Jail. We do not want to look at 4 story buildings!

It is my understanding that the State is mandating all cities to add some multiple family residential developments and is willing to grant waivers to get this done. It is also my understanding that the state is mandating only 3 waivers are to be approved by the state. It appears that the Amare project is asking for 10 waivers! The height (4 stories) is one, please object! Even the 3 story buildings are above the Martinez maximum height restrictions. The Building Separation Waiver is another! The Parking Waiver I believe, let's them have smaller dimensions of parking spaces and driveway width. The same developer constructed the Panda Express, Dollar Tree, & Starbucks area and that's an example of how the smaller parking spaces have ruined that shopping center. Car wrecks are mentioned all the time in Martinez Rants and Raves about that place. Plus, smaller parking places will have the owners of big trucks, parking on the neighboring streets, which will affect our neighborhood. Again, you can see this every evening just by driving by Cascara Canyon on Shell Avenue. The Drive Aisle Width waiver is another. Totally ridiculous and unsafe to have the buildings so close together, cars can't park easily, let alone a fire truck or ambulance move around in there.

Please don't grant more than 3 waivers. Please direct the project to reduce the height of the buildings to maximum of 3 stories, adhere to the Martinez ordinance of 2.25 parking spaces per unit and require Caltrans standard parking widths.

The one-time maximization of developer's profits should not compromise the everlasting quality of life issues in the City of Martinez.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Karen Halpin". The ink is dark and the signature is fluid and legible.

Karen Halpin

February 21, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the Sunrise Ridge area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,

A handwritten signature in cursive script that reads "Linda Kinsey".

*Linda Kinsey*  
*2607 Star Tree Court*

**From:** Lorie <zorkiel27@gmail.com>  
**Sent:** Monday, February 21, 2022 4:57 PM  
**To:** Hector J. Rojas  
**Cc:** Lorrelie Esteban  
**Subject:** Scoping Comments: Amare Apartment Homes Project

February 21, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling, and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross-traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian-friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state-mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you.

Lorrelie Esteban  
2421 Willow Tree Ln,  
Martinez, CA 94553

**From:** mjerickson63@aol.com  
**Sent:** Monday, February 21, 2022 3:51 PM  
**To:** Hector J. Rojas  
**Subject:** Amare Apartments Project

Dear Mr. Rosas,

My name is Marli Erickson.

Myself and Gary Gillard have been homeowners at 2002 Cunningham Way for 21 years. We love our neighborhood and wanted to express our concerns and disappointments regarding the overall designs and growing size of this development since it was originally proposed many years ago.

Over the years, we have seen traffic increase due to both business and residential developments. Smart navigational technology has also provided transportation shortcuts to those attempting to avoid HWY 4 in both directions. It has become a fast and dangerous road to travel, especially since these commuters just want a way home with no consideration for safety of surrounding neighborhoods or pedestrians. There is also no traffic signal at Pacheco, and since the Villages were built, it has become very challenging to safely navigate cross traffic.

This development will only exacerbate this already chronic issue.

After taking a closer look at the recent proposal, Amare has expanded the number of units and the height with only one way in and out. Four story units???

I don't know much about building codes, but even Walnut Creek restricts building heights to three stories. Adding more buildings and reducing the size of driveways, and parking spaces and forfeiting landscape architecture

seems like a greedy money grab by the developer. Where will larger SUVs and trucks park??? No parking on Arnold will force tenants to use our residential parking on Gloucester, Starflower, Thatcher, etc. Once these tenants park they will be looking for the quickest way to the apartments. The end of Thatcher is a cul de sac that has an open space between the retaining wall and residences that is in close proximity to the Amare entrance that will be most definitely utilized.

More frightening is the thought of Emergency vehicles needing to access the driveways to Amare. How will this pan out?? We don't get practice runs for these tragic or urgent events

There will also be privacy issues with such a proposal. With the expansion of more units and increasing the height the tenants will be able to see in homes on Arnold and visa versa.

Aesthetically, Large panels for solar and HVAC units will be visible and there is a great concern for glare and noise. I have seen this solar panel issue firsthand at a development that went in near a friends home in San Jose. It can be blinding at times during the daylight as we back up to Arnold. The transit for these residents is far and wide. it will be very unsafe and doesn't seem to consider ADA guidelines either. no sidewalks exist in some areas.

We know there are concessions that this developer can make and there are also a multitude of safety concerns that need to be addressed.

I hope this letter has provided you with feedback that can be constructively applied to keep our community safe and beautiful. In your position as the City Planning Director, I hope you can support our concern and protect our forever homes.

Thank you,

Marli J. Erickson  
2002 Cunningham Way  
Martinez, CA 94553

February 18, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,

*Signature* Martine Riggan  
5021 Hiller lane  
Martinez Ca 94553

**From:** Matt Sugerman <msugerman0714@gmail.com>  
**Sent:** Monday, February 21, 2022 12:34 PM  
**To:** Hector J. Rojas  
**Subject:** Scoping Comments: Amare Apartments Homes Project

Mr. Rojas:

My name is Matt Sugerman. My wife and I live at 2441 Heatherleaf Lane off Arnold and Starflower in Sunrise Ridge. We are concerned with the proposed Amare Apartments project for several reasons.

- 1) Environmental impact and destruction of wetland and wildlife areas. Also, numerous trees and plant life will have to be removed.
- 2) We are also concerned about the impact on traffic conditions on Arnold Drive, which is not normally a heavily travelled street. We wonder if all parking for the apartments would be on site or would it spill over into neighboring streets and developments
- 3) We also wonder about how it would affect the noise pollution in the area. Not only during construction, but from adding 400+ vehicles to the area. We are concerned that sound walls be added adjacent to Highway 4 and may possibly affect the sound levels in our neighbor.
- 4) Neighborhoods in close proximity may also have their views obstructed or impeded due to the height of the apartment complex. The 6 buildings on this size property also seem very close together with parking spaces undersized and inadequate. We don't believe this property was intended for a project this immense.

Thanks for your consideration,

Matt Sugerman

February 18, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.
- 7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder's pockets and not in the best interests of the community.

After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,

*Tridib Guha, Mita Guha, Neela Guha, Joyashree Guha  
5016 Gloucester Ln  
Martinez Ca 94553*

**From:** natalie bruce <natbruce2002@yahoo.com>  
**Sent:** Tuesday, February 22, 2022 3:15 PM  
**To:** Hector J. Rojas  
**Subject:** Amare Apartments Arnold Dr between Starflower & Wittenmyer

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

CommunityDevelopment Department:

I live off Arnold and Gloucester our condos backside faces Arnold. I have lived here for 35 years! You can not imagine the cars and loud noise every day that goes on Here. More and more heavy traffic up and down Arnold and you want to build 184 Apartments? It's insane! Everyone owns 2 to 3 cars has at least 2 to 3 children! Please take all this in consideration of our thoughts we live here not you.

Building too close together makes for difficult emergency access.

It certainly will be an impact to our neighborhood! (More cars, more people, more kids, more animals, etc)

Riparian and wildlife areas will be destroyed and heritage trees removed!

Significant noise for full duration of construction! Permanent noise from additional 400 plus vehicles and possible Hwy 4 noise reverberating uphill resulting from added buildings and sound walls!

No public transportation within reason and safe walking distance! All driveway and parking space dimensions are reduced making parking difficult and spilling into surrounding neighborhoods. Vehicles traveling Arnold Drive will increase by 1,100+trips per day!

You say you built the places over by Star buck, Chipotle, Panda Express and Jamba Juice, on Arnold by Home Depot, have you seen the traffic over there? I see it and will not stop for anything! No parking!!!!

Please consider us living here!!!

Thank you,

Natalie Bruce

---

**From:** Andrew <[achua98@yahoo.com](mailto:achua98@yahoo.com)>  
**Sent:** Thursday, February 10, 2022 2:45 PM  
**To:** Hector J. Rojas <[hrojas@cityofmartinez.org](mailto:hrojas@cityofmartinez.org)>  
**Subject:** Amare Apt Homes Projcect 16PLN-0012

Mr. Rojas,

I would like to register our opposition to this project on the grounds that it will significantly increase the traffic on Arnold Dr. Our house is at Sunrise Hills so it will be directly across from this project.

Thank you.

Olivia G Chua  
4972 Whittenmyer Ct  
Martinez, CA 94553

Dear Hector J. Rojas

My name is Pam Albin and I reside at 2014 Cunningham Way in Martinez. I have lived here since 2012 and love Martinez. I am however, very concerned with the proposed Amare apartment project that is proposed for Arnold Dr.

One of my biggest objections to this project is with regards to the Aesthetics/design. This developer has proposed 3 three story buildings and 3 four story buildings. First, nowhere in Martinez is there a four story residential complex, He is also asking for a height exemption allowing the buildings to be higher than the typical 3 and 4 story buildings.

He is also asking to allow the buildings to be closer together, width of the driveways to be smaller making for an emergency issue. Fire trucks and other emergency vehicles will have difficulty safely accessing the buildings. Rooftop HVAC and solar panels, This will be very unsightly and produce possible glare to neighboring houses as well as the potential noise generated by the HVAC units.

Size of spaces(length, width and turnaround) Residents with larger vehicles will not be able to use the units and will spill into the surrounding neighborhoods.

This leads into the second biggest concern. As residents need to park in the adjacent neighborhoods this becomes an extremely dangerous situation. There are no crosswalks on Arnold, and the lighting is extremely poor. This will be very dangerous for people coming home after sunset. Residents will have to illegally cross Arnold to get to the complex. Let me remind you the speed limit on that part of Arnold is 40 MPH and let's be honest most cars are exceeding the posted speed limit which will be a very serious safety issue.

Now let's look at transportation. There is no easy access to public transportation. The closest bus stop is off Glacier on Muir Rd and there are no sidewalks on most of Arnold Dr. Again this is a huge safety issue for pedestrians and for people with disabilities. How will they access the transportation? The residents will be forced to drive to work which is counterproductive to the states new Vehicle Miles Traveled law designed to get people out of cars and onto public transportation. The latest traffic study showed this will cause over 1,100 trips per day on Arnold Dr.

We as a community understand the need for housing however it should not create suffering from the other neighbors nor should it be such a safety concern as this proposed development will.

This is such a massive development for such a small area it may be better suited in a larger area than this one. Please consider our communities plea to cut back the size of this development.

Thank you  
Pam Albin  
2014 Cunningham Way  
Martinez, Ca.

February 18, 2022

Hector Rojas  
City of Martinez  
Community Development  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

We are residents of Sunrise Hills directly across from the Amare project and will be greatly affected by this project. We have many concerns but would like to address those pertaining to safety, noise and privacy, in particular. We want to express just how disturbed we are with the obvious disregard for those who will be Mr. Schrader's neighbors (although he won't actually be living there) which is evident by the increasing number of units and height of the buildings.

We do not approve of the plan to reduce the overall size of the parking spaces when the total spaces have already been reduced by 183 spaces. This will cause people to look for parking across Arnold Drive in the Sunrise neighborhoods to accommodate their oversized cars or prevent nice ones from damage. The Villages has already been doing this by parking on Sunrise Drive and this is a much smaller development.

By narrowing the drive aisles it does not seem that emergency vehicles like fire trucks would be able to access the back buildings nearest Hwy 4. If one of those were to catch fire the thought of people what would be the alternative? There is also the question of whether a truck with proper equipment could actually reach the building or the fourth floor?

With three and four-story buildings, we are very concerned about privacy issues to the homes adjacent. It looks as if the HVAC and solar equipment will be on the roofs. If so, we fear noise and glare will be a problem.

And then there is the all-important traffic issue. It seems that due to the newer law called Vehicle Miles Traveled, the older study would be obsolete. We can't even address the transportation issue because we see nothing newer on the city website.

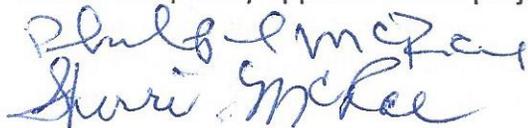
The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.

The two bus stops on Muir Rd and Blum Rd have access issues that deter one from using them like sidewalks and crosswalks. To expect even a quarter of the apartment residents to walk

along Pacheco Blvd and cross to the bus stop, especially in the dark, is mind boggling, But this is how this project is being designed, to not allow the parking for everyone living there. In other words, this is the wrong place for a complex of this design. Also, the bus stops do not operate at a "bus rapid transit" level.

The Arnold Drive/Pacheco Blvd corridor is already heavily traveled. Add to this another 1,000+ trips a day and we see a tremendous increase in accidents and injuries. The additional traffic brought by the planned self-storage site on Sunrise and possibly another apartment project on Pacheco Blvd. near the intersection will cause even more backup. If environmental and public safety concerns are to be considered then how does this help? This is unacceptable.

We are completely opposed to this project!

Handwritten signatures of Phil and Sherri McRae in blue ink. The signature for Phil is on top and Sherri's is below it.

Phil & Sherri McRae  
2226 Foxhill Drive

**From:** Rey Neypes <r2neypes@sbcglobal.net>  
**Sent:** Wednesday, February 23, 2022 6:18 AM  
**To:** Hector J. Rojas  
**Subject:** Concerns re: Amare apartment project proposal

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

Dear Mr. Rojas:

I am a resident in the neighborhood adjacent to the proposed Amare Apartment complex and would like to make known my strong dissatisfaction with the proposed design.

I am very concerned and greatly disagree with the proposed number of and the size of the parking spaces. This will have a negative impact, overburdening our neighborhood streets as apartment residents and their guests will park here due to insufficient number and size/area of parking spaces at the proposed apartment complex.

I am also concerned and strongly disagree with the proposed three and four story buildings affecting privacy to homes in our neighborhood as well as blocking serene views of Mount Diablo and landscape with an over towering and glaring structure.

Another strong concern is the increase of 1000 plus trips made by apartment residents daily in addition to proposed self storage site and potentially another multi-family project on Pacheco Blvd across from post office would create traffic jam. The Arnold Drive/Pacheco Blvd corridor is heavily traveled and even at present we are now experiencing slow traffic.

I am hoping that the city and the developer understands our concerns and more is done to address them.

Sincerely,  
Reynald Neypes  
4974 Bayleaf Ct  
Martinez, CA

Mr. Hector Rojas, AICP  
Community Development Department, City of Martinez  
525 Henrietta Street  
Martinez, CA 94553  
[hrojas@cityofmartinez.org](mailto:hrojas@cityofmartinez.org)

February 21, 2022

Re: Amare Apartment Project

Dear Mr. Rojas:

I'm writing to express my concern over the proposed Amare apartment project. At 174, the original number of units seemed to be too many for the strip of land between Highway 4 and Arnold Drive, but now that number has increased to 183 units. The inclusion of 4 story units makes this development unsuitable for the existing neighborhoods, as well. As a long-time homeowner in the Sunrise Ridge development off of Starflower, I am concerned about the additional traffic and noise, the lack of adequate parking and the possible increase in property crimes that would come with this large number of rental units. I believe the additional cars will create quite a bit of congestion on Arnold Drive and the nearby roads. According to the current plan, the number of parking spaces is entirely inadequate for the number of units proposed. With the abysmal state of public transportation in this area, it is unlikely many will be taking the bus. Most modern households have at least two cars. I am concerned about where those excess cars will be parking. I do not believe it is realistic or responsible to plan for fewer cars & leave it to residents to find parking on the surrounding streets.

I understand this developer was involved in the Starbucks/Dollar Store retail development, which has inadequate parking as well as increasing the traffic on Arnold drive near Morello.

There is also the cumulative impact of many new developments being built or considered throughout the city. I think we are in danger of destroying the small-town atmosphere that residents and visitors enjoy about Martinez.

In addition, I think having green space & buffer zones between the freeway and residences is better for drainage and flood control, as well as the general well-being of the environment and the population. It would be a shame to lose this buffer and the existing trees in the area.

Having read the findings in the Initial Study, I see that this proposed project requires quite a number of waivers and exceptions to be granted as the project does not comply with current City requirements. I'm not in favor of granting those waivers.

Sincerely,

Rhonda Cavin

## Destiny Timms

---

**From:** Ria Tuason <riatuason@gmail.com>  
**Sent:** Tuesday, February 22, 2022 5:37 PM  
**To:** Hector J. Rojas  
**Subject:** Scoping Comments: Amare homes project

I am a single mother and live with my two children in one of the Starflower Drive town-houses closest to the Arnold Drive intersection. I am very concerned that if the Amare Apartment Homes project is built as it is currently proposed the parking overflow will end up filling up our neighborhood streets, especially the lower part of Starflower Drive, right where I live. It is my understanding that the builder's current design calls for a total of 275 parking spaces which is far less than the current zoning requirement and many if not all of those spaces don't comply with existing regulations for adequate length. If that is so, what requirements is the City of Martinez going to put into place to prevent this from becoming a problem for our neighborhood?

Also, with all the extra traffic that this project will cause of Arnold Drive, what is being done to prevent traffic problems along Arnold drive between Glacier Drive and Pacheco Blvd. There is already a lot of traffic congestion during the late afternoon where Arnold Drive ends at Pacheco Blvd. This high-density project will only make it that much worse.

I know there is a housing shortage, but please take into consideration the effects such a project will have on the surrounding community.

Thank you,

Ria Tuason  
[4782 Starflower Drive](#)  
[Martinez, CA 94553](#)

**From:** Richard Buford <richb8804@gmail.com>  
**Sent:** Saturday, February 19, 2022 9:55 AM  
**To:** Hector J. Rojas  
**Subject:** Amare Apartments Project

Hi, Hector.

I am a 10 year homeowner/resident on Cunningham Way near the proposed Amare Apartments. I am voicing my opposition to the project as planned. The project (183 units) is excessive for the space and will generate excessive traffic on Arnold drive. The 183 apartment occupants alone will easily fill the 275 parking spaces without any capacity for extra vehicles or visitors. Traffic generated from the apartments will easily overburden Arnold drive.

While I appreciate the need for additional housing, the proposed sight does not support such a large project. Amare apartments cannot be the single solution to all of Contra Costa County housing shortages. Some number of units under 100 could greatly improve the housing shortage without adversely impacting the existing surroundings.

Thank you.  
Richard Buford

**From:** Rich Jensen <richardwjensen@aol.com>  
**Sent:** Saturday, February 19, 2022 1:00 PM  
**To:** Hector J. Rojas  
**Subject:** Scoping Comments: Amare Apartment Homes Project/ Planning # 16-0012  
**Attachments:** Dept of Transportation Letter 7.17.2018.pdf

Hi Hector,

I am attaching a copy of the July 17, 2018 letter that was provided by the Department of Transportation (Cal Trans) and addressed to Christina Ratcliffe, subject " Notice of Intent for Initial Study/ MND" for the Amare Apartment Project.

Since Cal Trans and MTC are striving for a reduction of Vehicle Miles Traveled ( VMT), as mentioned in the first paragraph, I believe the Abrams traffic study must be updated since Level of Service, (LOS) has vanished from CEQA, in favor of VMT. COVID-19 is down to a fraction as it was in March 2020. Traffic has increased significantly in our community, especially Arnold Drive and Pacheco Blvd. Since the original traffic studies and peer reviews were completed well before 2020, they should be vacated and brand-new reports compiled using VMT.

Cal Trans Project Understanding the time of their 2018 letter, there were only three (3) story buildings and 174 units. Now, additional four (4) story buildings near the freeway, more units, less parking, more noise along the freeway, etc. Things have changed and Cal Trans should be made aware and the review period expiring on February 21 should be extended.

The other sections of the 7/17/18 letter, Hydraulics/Stormwater, Environmental/Sensitive Receptors, and Environmental/Cultural Resources should be revisited since many changes to the Highway 4 Freeway have been changed. Massive reconstruction along the Amare Property line has taken place creating the need for huge sound walls to mitigate noise.

All these issues/impacts should be addressed in the Draft EIR that Rincon is preparing.

Thank you for accepting this letter prior to the February 21, deadline.

Respectfully,

-----  
Richard Jensen  
2234 Foxhill Drive  
Martinez, CA 94553  
925.899.5430

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

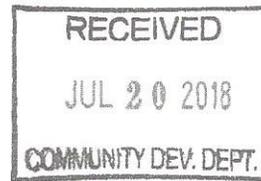
OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

www.dot.ca.gov

*Making Conservation  
a California Way of Life.*

July 17, 2018

Christina Ratcliffe, AICP  
Community and Economic Development Director  
City of Martinez  
525 Henrietta Street  
Martinez, California 95814

Subject: Regarding Revised Notice of Intent for Initial Study/Mitigated Negative Declaration (IS/MND) for the Amare Apartment Project

Ms. Ratcliffe:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Revised Initial Study/Mitigated Negative Declaration that you submitted to this office for review.

***Project Understanding***

The proposed project, located outside of a Priority Development Area (PDA), would include the construction of seven three-story buildings with 174 rental residential apartment dwelling units, a workout facility, a business center, a recreation area, and outdoor kitchen area, and parking areas. Project entitlements would include Design Review, approval of variances to allow for changes to the number and size of parking spaces required for the proposed project, and a Use Permit to allow for increased building heights. The project gains regional access at the State Route (SR) 4/Pacheco Boulevard interchange 0.7 miles away; alternative access to SR 4 includes the SR 4/Morello Avenue interchange 1.3 miles away.

### ***Hydraulics/Stormwater***

Project proposes a 60-inch storm-drain connection to the existing 30-inch reinforced concrete pipe (RCP) cross-culvert under State Route 4. Caltrans District 4-Hydraulics has concerns about the drainage surcharge from the proposed developments. Hydraulics requests that the permit applicant provide us with the following:

- (1) Drainage Plans; (2) Drainage Details; and (3) Drainage Report or Technical-Memo explaining existing and proposed drainage conditions, basis of Drainage Design, 25- and 100-yr rainfall event peak flow calculations, and a proposed "Stormwater Control Plan" complying with Provision C.3 of the California Regional Water Quality Control Board (RWQCB).

The project should environmentally clear any required upgrades to the Caltrans drainage system and construct such improvement as mitigation for the additional drainage entering the Caltrans facility because of the project.

### ***Environmental/Sensitive Receptors***

Currently there are no sensitive receptors near the freeway at this location and while permit applicant says that the proposed project will not create noise beyond construction, it is proposing to insert sensitive receptors near a loud freeway with no mitigation planned for the residents who conduct activities outside of their units. This project should evaluate the need for soundwalls to shield residents from the noise of SR 4.

### ***Environmental/Cultural Resources***

On pages 39-41, in Section 5. Cultural Resources, the document indicates that "the project site has not been the subject of previous site specific cultural resource studies" and that "the location of the project site indicates that cultural resources of Native American origin may exist at the project site." The document also says that the area may have been previously disturbed. However, previous disturbance does not preclude the potential presence of significant archaeological deposits and is not a justification for not completing an adequate level of identification per CEQA Guidelines Section 15064.5. As the project area is sensitive for unidentified archaeological sites, in accordance with CEQA general professional standards, we recommend that the City of Martinez conduct an archaeological technical study that, at a minimum, includes a field survey of the project area by a qualified archaeologist.

In addition, if encroachment permits are needed for work within Caltrans right-of-way, we may require cultural resource technical studies be prepared in compliance with CEQA, Public Resources Code (PRC) 5024, and the Caltrans Standard Environmental Reference (SER) Chapter 2 (<http://www.dot.ca.gov/ser/vol2/vol2.htm>). Should ground-disturbing activities take place within Caltrans right-of-way and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and the SER, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies (OCRS) shall be immediately contacted at (510) 622-1673.

Christina Ratcliffe, City of Martinez

July 17, 2018

Page 3

If you have any questions, please contact Michael Meloy, Associate Environmental Planner, at (510) 286-5433 or [michael.meloy@dot.ca.gov](mailto:michael.meloy@dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Pat", with a stylized flourish extending to the right.

PATRICIA MAURICE

District Branch Chief

Local Development - Intergovernmental Review

**From:** Rich Jensen <richardwjensen@aol.com>  
**Sent:** Sunday, February 20, 2022 11:11 PM  
**To:** Hector J. Rojas  
**Subject:** Scoping Comments: Amare Apartment Homes Project/ Planning # 16-0012 Biological Resource Report  
**Attachments:** USACE 2.6.17.pdf; USACE 4.5.17.pdf

Hi Hector,

I am glad that after all these years, Rincon Planning Group has finally completed the CEQA process of producing a NOP/Initial Study/ Preparation for an EIR on the Amare Apartment Homes proposal.

The original Initial Study was prepared by the Raney Planning Group over 4 1/2 years ago, maybe more than that. Many of the consultant's reports that were prepared by the developer are over 6 years old and certainly require updating.

I would like to especially call attention to Charles Patterson's Biotic Survey Report, January 11, 2016, and his updated March 31, 2016 Report requesting the USACE for a Preliminary Jurisdictional Determination. Both reports appear to be outdated and a more complete and thorough biotic report is warranted. The report clearly states possible wetland conditions and includes a map indicating the area. These reports are in the city documents.

What I don't see referenced in the NOP/Rincon Initial Study is February 6, 2017, USACE, MEMORANDUM FOR RECORD that clearly identifies an area that can be subject to Jurisdictional Authority under section 404 of the Clean Water Act. The USACE April 5, 2017 letter to Mr. Patterson again stated that the area identified as possible wetlands may be subject to their regulatory authority under Section 404 of the Clean Water Act.

Copies of both the 2/6/17 Memo and the 4/5/17 letter are attached and made a part of this comment letter.

The February 6, 2017 Memo definitely notes in the determination of approximately 600 ft. x 9 ft. wetlands area.

The "man-made ditch" that Mr. Patterson calls in his reports is more than a ditch, over decades this area has become a huge swale collecting and conveying a tremendous amount of rainwater during wet years.

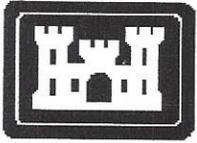
This past October, we experienced a great amount of rain, the swale contained a lot of water for a few weeks. It is a riparian wetland area with trees, plants, and wildlife.

I believe current regulations under The Clean Water Act, the United States Corp of Engineers, California Fish and Wildlife need to be reviewed. On April 2, 2019, and May 28, 2020, The California State Water Resources Control Board, adopted rules that impose new requirements and a broader definition for wetland areas.

This Initial Study/Draft EIR should require more detail since I believe they will have a significant impact on the environment.

Thank you for your consideration.

-----  
Richard Jensen  
2234 Foxhill Drive  
Martinez, CA 94553  
925.899.5430



## MEMORANDUM FOR RECORD

FILE NUMBER: 2016-00144S  
PROJECT: Arnold Drive at Starflower Drive  
DATE: 06FEB2017  
SUBJECT: Preliminary Jurisdictional Determination

**Applicant:**  
Mr. William Schrader  
The Austin Group, LLC  
164 Oak Road  
Alamo, CA 94507-2761

**Agent:**  
Mr. Charlie A. Patterson  
1806 Ivanhoe  
Lafayette, California 94549

**Background:** A request was submitted by Mr. Charlie Patterson on March 31, 2016, on behalf of Mr. William Schrader of the Austin Group LLC, and received on April 6, 2016, for a preliminary jurisdictional determination verification of an approximately 5 acre site consisting of two legal parcels (APN 161-400-010-5 & 161-400-009-7), in the southeastern part of the City of Martinez, in Contra Costa County, California (37.99249°N, 122.08155°W). The JD was authored by Mr. Charlie Patterson. No previously delineations are known for this site.

**Project Site:** The project site is an undeveloped, relatively linear parcel, located between two major roadways, bound on the north by Arnold Drive and Highway 4 to the south. The surrounding lands have been substantially disturbed and heavily developed. Drainage for the surrounding area is captured through multiple curb-side inlets and conveyed eastward via an underground stormwater drain system.

**Waterway Name:** Unnamed wetlands

**Delineation Report Summary:** Site visits were performed by Mr. Patterson on 29DEC2015 and 30MAR2016. The sole identified water feature was a man-made excavation, approximately 600 feet in length. Multiple data points were taken along the potential wetland feature and submitted to the Corps with the delineation report. Due to workload considerations and the simplistic nature of the site in question, no site visit was conducted by the Corps.

**Data Collection Summary:** A review of the submitted documents revealed no discrepancies. The wetland feature is easily identified using satellite imagery and generally comport with submitted delineation. The satellite observed feature appears to be approximately 680 feet and extends further along the western border than the delineated feature. Mr. Patterson had taken several sample points in this area. The data collected supports the smaller delineated area.

**Jurisdictional Authority:** Section 404 of the Clean Water Act  
The aquatic features described herein may be subject to Section 404 of the Clean Water Act.

**Conclusion:** A total of one wetland feature, approximately 600' in length and approximately 9 feet wide on average was identified within the project boundary. The submitted map is determined to be accurate and no changes were requested.

**PREPARED BY:**



Digitally signed by  
CONNOR.WILLIAM.MATTHEW.III.114  
9355045  
Date: 2017.04.05 16:07:40 -07'00'

---

William Connor  
Regulatory Project Manager

**REVIEWED BY:**



Digitally signed by  
MATSUMOTO.BRYAN.T.1258523683  
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI,  
ou=USA, cn=MATSUMOTO.BRYAN.T.1258523683  
Date: 2017.04.05 16:08:19 -07'00'

---

Sahrye Cohen  
Acting North Branch Chief,

**PRELIMINARY JURISDICTIONAL DETERMINATION FORM**  
**San Francisco District**

**This Preliminary Jurisdictional Determination finds that there "may be" waters of the United States in the subject review area and identifies all such aquatic features, based on the following information:**

**Regulatory Division:** South Branch      **File Number:** 2016-00144-S      **PJD Completion Date:** 02/06/2017

|   |  |
|---|--|
| <p><b>Review Area Location</b><br/>                 City/County: Martinez, Contra Costa      State: California<br/>                 Nearest Named Waterbody: Grayson Creek<br/>                 Approximate Center Coordinates of Review Area<br/>                 Latitude (degree decimal format): 37.99249°N<br/>                 Longitude (degree decimal format): -122.08155°W<br/>                 Approximate Total Acreage of Review Area: 5 acres</p> | <p><b>File Name:</b> Arnold Dr. at Starflower Dr.<br/><br/> <b>Applicant or Requestor Information</b><br/>                 Name: Charlie Patterson<br/>                 Company Name:<br/>                 Street/P.O. Box: 1806 Ivanhoe<br/>                 City/State/Zip Code: Lafayette, CA 94549</p> |
|---|--|

|  |   |
|--|---|
| <p><b>Estimated Total Amount of Waters in Review Area</b></p> <p>Non-Wetland Waters:      lineal feet      feet wide and/or<br/>                 acre(s)      Flow Regime: Select</p> <p>Wetlands: 600 lineal feet 9 feet wide and/or<br/>                 acre(s)      Cowardin Class: Select</p> | <p><b>Name of Section 10 Waters Occurring in Review Area</b><br/>                 Tidal:<br/>                 Non-Tidal:</p> <p><input checked="" type="checkbox"/> Office (Desk) Determination<br/> <input type="checkbox"/> Field Determination:<br/>                 Date(s) of Site Visit(s):</p> |
|--|---|

**SUPPORTING DATA: Data reviewed for Preliminary JD (check all that apply – checked items should be included in case file and, where checked and requested, appropriately reference sources below)**

Maps. Plans, plots or plat submitted by or on behalf of applicant/requestor (specify): Submitted delineation dated March 31, 2016

Data sheets submitted by or on behalf of applicant/requestor (specify): Submitted delineation dated March 31, 2016

Corps concurs with data sheets/delineation report.  
 Corps does not concur with data sheets/delineation report.

Data sheets prepared by the Corps.

Corps navigable waters' study (specify):

U.S. Geological Survey Hydrologic Atlas:  
 USGS NHD data.  
 USGS HUC maps.

U.S. Geological Survey map(s) (cite quad name/scale):

USDA Natural Resources Conservation Service Soil Survey.

National wetlands inventory map(s) (specify):

State/Local wetland inventory map(s) (specify):

FEMA/FIRM maps.

100-year Floodplain Elevation (specify, if known):

Photographs:     Aerial (specify name and date): Google Earth  
 Other (specify name and date):

Previous JD determination(s) (specify File No. and date of response letter):

Other information (specify):

**IMPORTANT NOTE: If the information recorded on this form has not been verified by the Corps, the form should not be relied upon for later jurisdictional determinations.**

|   |  |
|---|--|
| <p><br/>                 Digitally signed by<br/>                 CONNOR.WILLIAM.MATTHEW.III.1149355045<br/>                 Date: 2017.04.05 15:44:10 -07'00'</p> | <p>Signature and Date of Person Requesting Preliminary JD<br/>                 (REQUIRED, unless obtaining the signature is impracticable)</p> |
| <p>Signature and Date of Regulatory Project Manager<br/>                 (REQUIRED)</p>   |  |



DEPARTMENT OF THE ARMY  
SAN FRANCISCO DISTRICT, U.S. ARMY CORPS OF ENGINEERS  
1455 MARKET STREET, 16<sup>TH</sup> FLOOR  
SAN FRANCISCO, CALIFORNIA 94103-1398

APRIL 5, 2017



Regulatory Division

Subject: File No. 2016-00144S

Mr. Charlie A. Patterson  
1806 Ivanhoe  
Lafayette, California 94549

Dear Mr. Patterson:

This correspondence is in reference to your submittal of March 31, 2016, on behalf of the Austin Group LLC, requesting a preliminary jurisdictional determination of the extent of navigable waters of the United States (U.S.) and waters of the U.S. occurring on an approximately 5 acre site consisting of two legal parcels (APN 161-400-010-5 & 161-400-009-7), in the southeastern part of the City of Martinez, in Contra Costa County, California (37.99249°N, 122.08155°W).

All proposed discharges of dredged or fill material occurring below the plane of ordinary high water in non-tidal waters of the U.S.; or below the high tide line in tidal waters of the U.S.; and within the lateral extent of wetlands adjacent to these waters, typically require Department of the Army authorization and the issuance of a permit under Section 404 of the Clean Water Act of 1972, as amended (33 U.S.C. § 1344 *et seq.*). Waters of the U.S. generally include the territorial seas; all traditional navigable waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters subject to the ebb and flow of the tide; wetlands adjacent to traditional navigable waters; non-navigable tributaries of traditional navigable waters that are relatively permanent, where the tributaries typically flow year-round or have continuous flow at least seasonally; and wetlands directly abutting such tributaries. Where a case-specific analysis determines the existence of a "significant nexus" effect with a traditional navigable water, waters of the U.S. may also include non-navigable tributaries that are not relatively permanent; wetlands adjacent to non-navigable tributaries that are not relatively permanent; wetlands adjacent to but not directly abutting a relatively permanent non-navigable tributary; and certain ephemeral streams in the arid West.

The enclosed delineation map entitled, "PJD – Arnold Drive at Starflower Drive," in one sheet and date certified February 6, 2017, depicts the extent and location of wetlands within the boundary area of the site that **may be** subject to U.S. Army Corps of Engineers' regulatory authority under Section 404 of the Clean Water Act. This preliminary jurisdictional determination is based on the current conditions of the site, as verified during a review of available digital photographic imagery, and a review of other data included in your submittal. While this preliminary jurisdictional determination was conducted pursuant to Regulatory Guidance Letter No. 16-01, *Jurisdictional Determinations*, it may be subject to future revision if

new information or a change in field conditions becomes subsequently apparent. The basis for this preliminary jurisdictional determination is fully explained in the enclosed *Preliminary Jurisdictional Determination Form*. You are requested to sign and date this form and return it to this office within two weeks of receipt.

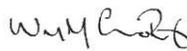
You are advised that the preliminary jurisdictional determination may **not** be appealed through the U.S. Army Corps of Engineers' *Administrative Appeal Process*, as described in 33 C.F.R. Part 331 (65 Fed. Reg. 16,486; Mar. 28, 2000). Under the provisions of 33 C.F.R. § 331.5(b)(9), non-appealable actions include preliminary jurisdictional determinations since they are considered to be only advisory in nature and make no definitive conclusions on the jurisdictional status of the water bodies in question. However, you may request this office to provide an approved jurisdictional determination that precisely identifies the scope of jurisdictional waters on the site; an approved jurisdictional determination may be appealed through the *Administrative Appeal Process*. If you anticipate requesting an approved jurisdictional determination at some future date, you are advised not to engage in any on-site grading or other construction activity in the interim to avoid potential violations and penalties under Section 404 of the Clean Water Act. Finally, you may provide this office new information for further consideration and request a reevaluation of this preliminary jurisdictional determination.

You may refer any questions on this matter to William M. Connor of my Regulatory staff by telephone at 415-503-6631 or by e-mail at [william.m.connor@usace.army.mil](mailto:william.m.connor@usace.army.mil). All correspondence should be addressed to the Regulatory Division, South Branch, referencing the file number at the head of this letter.

The San Francisco District is committed to improving service to our customers. My Regulatory staff seeks to achieve the goals of the Regulatory Program in an efficient and cooperative manner, while preserving and protecting our nation's aquatic resources.

If you would like to provide comments on our Regulatory Program, please complete the Customer Service Survey Form available on our website:  
<http://www.spn.usace.army.mil/Missions/Regulatory.aspx>.

Sincerely,



Digitally signed by  
CONNOR.WILLIAM.MATTHEW.J  
II.1149355045  
Date: 2017.04.05 16:08:18  
-07'00'

Rick M. Bottoms, Ph.D.  
Chief, Regulatory Division

Enclosures

cc:  
The Austin Group, LLC  
Attn: Mr. William Schrader  
164 Oak Road  
Alamo, CA 94507-2761

CF:  
CESPN-R Rdg File  
CESPN-R-N (Connor)

CONNOR  
CESPN-R-N  
X6631  
06FEB2017

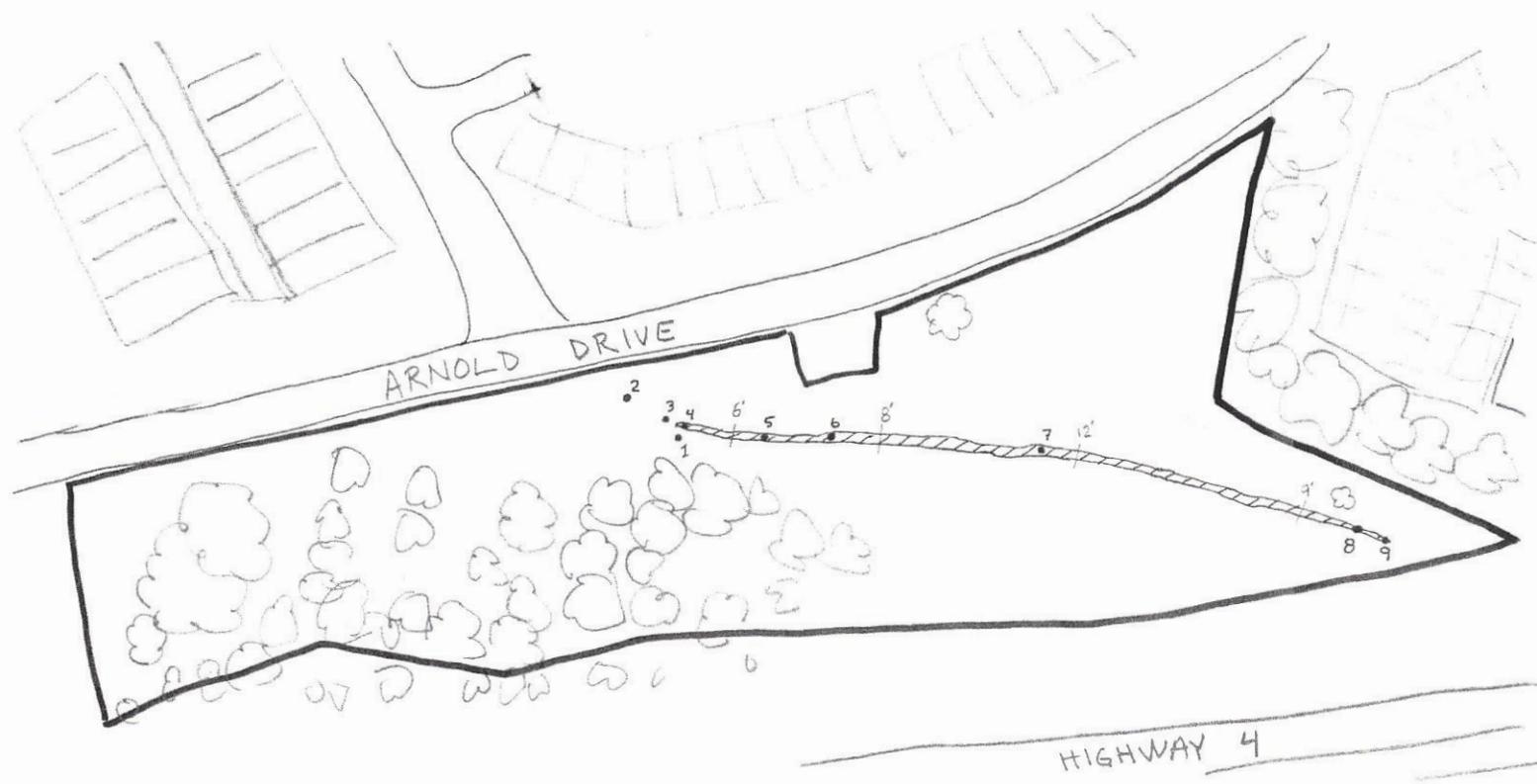
*Wm J Connor* 2017.04.05 16:08:35  
-07'00'

COHEN  
CESPN-R-N

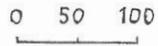
*Bryant* Digitally signed by  
MATSUMOTO.BRYANT  
N.T.1258523683  
DN: c=US, o=U.S.  
Government,  
ou=DoD, ou=PKI,  
ou=USA,  
cn=MATSUMOTO.BRYANT  
YAN.T.1258523683  
Date: 2017.04.05  
16:09:09 -07'00'







= Potential Wetlands



|   |  |   |   |
|---|--|---|---|
| <b>Figure 3. Preliminary Wetland Map</b>              |  |   |   |
| <b>Arnold Dr. at Starflower Dr., Martinez, Calif.</b> |  |   |   |
| <b>NORTH</b><br>                                      | Source/Prepared by:<br>C. Patterson; March, 2016                                     | Applicant: William<br>Schrader, The Austin Group<br>LLC | Contra Costa<br>County A. P.<br>Numbers<br>161-400-010-5<br>161-400-009-7 |
|   | Basemap: Traced from 2015 Google Earth Air Photo<br>Scale: 1 inch = approx. 100 feet |   | Approx. 5 ac  |
| <b>Request For Jurisdictional Determination</b>       |  |   |   |

2017.02.0  
 Wuy 6 10:59:48  
 -08'00'

Preliminary Jurisdictional Determination,  
Pursuant to Section 404 Clean Water Act

EJD - Arnold Drive at Starflower Drive  
Martinez, Contra Costa, California  
(APNs: 161-400-010-5, 161-400-009-7)

----- Study Area Boundary  
Accurate as depicted in legend

File ID: 2016-001448     Date: February 6, 2017     Sheet 1 of 1

February 21, 2022

Hector Rojas  
City of Martinez  
Community Development Department  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Mr. Rojas:

We are writing to voice our concerns about certain issues noted in the above NOP as well as the associated Initial Study.

We understand the developer's plan is to utilize the Density Bonus Law to achieve a higher ratio of apartments and a lower ratio of parking spaces. He is also asking for ten other concessions. We find this to be an excessive and flagrant attempt to make this project work.

A review of the documents posted on the City's website, does not give one a clear understanding as to whether more current reports have been supplied. This puts us in an unfair position of not being able to adequately comment on these issues. Therefore, we will simply make comments and ask the City to please provide any additional information.

Our concerns are:

#### AESTHETICS/DESIGN

While drastically reducing the number of parking spaces, to also reduce the size of those spaces is unacceptable. It's not unreasonable to think that residents with larger or newer cars will not use these smaller spaces due to size or damage. This will cause spillover into surrounding neighborhoods that only have one-sided parking. The parking lot at the county building is another place they may use. Both of these will cause people to walk either across or along Arnold with no crosswalks or sidewalks.

The narrower drive aisles will make for more difficult garage ingress and egress. We have already heard this concern from residents of the Villages Townhomes. It would also impede access by fire fighting units.

Page A9 of the developer's plans shows a "typical" roof plan and described as "mechanical equipment on built up roof". What does this mean? For all homes looking down on the project, the view of HVAC and solar equipment will be a nuisance. The drawing is surprising void, blank of any example of how this might appear.

In reviewing the current Martinez General Plan, this project is in the John Muir Parkway Specific Area Plan (JMPSAP) and does not adhere to many of those particular standards and conflicts with any land use plan, policy or regulation.

The height of all the buildings is taller than surrounding homes and can cause privacy issues. The rear building setback is extremely close to Hwy 4 and a four-story building would be not only visually disturbing but does not comply with the aesthetic nature described in the JMPSAP.

#### TRANSPORTATION

We do not see that the outdated Abrams & Associates study has been updated to comply with the Vehicle Miles Traveled law. Nor do we see that it was amended to utilize the actual 40 mph speed limit on Arnold Drive and not 25 mph. This is critical! As we mentioned in 2018, Arnold has become a speedway as cars gain momentum just after Glacier Drive and all the way to Pacheco Blvd. The grade at the Villages Townhomes is extremely dangerous with cars merging from Tierney Pl. and Sunrise Drive. Hundreds more cars will only exacerbate this safety issue.

There are two bus routes servicing the area, the 99X (weekdays only) and the 316 (weekends only). Both of these routes have access and route timing issues. They both lack sidewalks and crosswalks in various areas. And the grade from Wittenmyer to Pacheco Blvd would be difficult for pedestrians to negotiate especially at night or inclement weather. It is not unreasonable to question how disabled people would access these stops. Additionally, these bus stops do not appear to meet the criteria of bus rapid transit or major transit stops.

We do not see any reference to the state's new Vehicle Miles Traveled law. At over 1,100 trips per day according to the Abram's traffic study, how does this plan comply with the law? If the intent is to get people out of cars and onto public transportation, how do they do that with these obstacles?

Simply put, the current infrastructure does not support a project designed as pedestrian friendly. It needs to be in a transit-oriented area serviced at a bus rapid transit level.

#### BIOLOGICAL

The 2016 Patterson Biotic Survey was conducted at the time of a significant drought and again, does not appear to have been updated.

The swale, or ditch as the developer calls it, was reviewed by the U.S. Army Corps of Engineers indicating that it may be subject to regulatory authority under Section 404 of the Clean Water Act. It should be reexamined now that the California State Water Resources Control Board has adopted rules that impose new requirements on activities that involve "Waters of the State" including possible wetlands.

The Department of Fish & Wildlife memo to the City references tree removal, nesting birds and, protection of the riparian corridor, and the developer should follow the guidelines noted.

#### GEOLOGICAL

The original report and follow-up reports are all based on older plan designs. Will the liquification potential in the areas of Buildings 5 & 6 be exacerbated by 4 story buildings?

#### HYDROLOGY

The Department of Transportation letter dated July 17, 2018, references the proposed 60-inch storm drain as connecting to a 30-inch concrete pipe under Hwy 4. and expressed concerns about

drainage surcharge. A request was made for information regarding plans, details and reports. Has this information been provided?

NOISE

What will the impact of rooftop HVAC units on six buildings be to the adjacent communities or the addition of at least 265 vehicles and over 1,100 trips per day?

MANDATORY FINDINGS OF SIGNIFICANCE

This project along with past, present and future developments in the area specifically, the cannabis dispensary, The Villages, the 2,200+ unit self-storage project currently in process, and a potential mixed-use project on Pacheco Blvd (already zoned) across from the post office will negatively impact the surrounding communities with increased traffic, both in number of vehicles and environmental pollution.

CONCLUSION:

We feel this project, as planned, is NOT a suitable fit for this particular site. The number of exemptions being asked for is simply excessive and an attempt to make this project work as it would not in any other way. And again, we strongly discourage a project designed with the idea of more pedestrians and bicyclists while no plans are made for additional sidewalks, crosswalks and traffic mitigation. The expectation that a large percentage of apartment dwellers should walk across a heavily traveled main arterial to get to a bus stop given all these safety issues is unconscionable. The City can do the right thing by not allowing all these exemptions. This is a transit-oriented design placed in an area that is not capable of providing the amenities of a transit-oriented hub.

And just for perspective as to what occurs on this stretch of Arnold Drive, about two months ago, another accident occurred near the pump station. This one sent a north bound truck careening 35-40 feet into the Amare site!

Thank you,



Richard & Dianna Jensen  
2234 Foxhill Drive  
Martinez, CA 94553  
(925) 899-5430

**From:** Rich Jenson <richwjenson@aol.com>  
**Sent:** Monday, February 7, 2022 10:37 AM  
**To:** Hector J. Rojas <hrojas@cityofmartinez.org>  
**Subject:** Amare Apartment Homes Project, 16PLN-0012

Good Morning Hector,

First of all, I want to welcome you to the City of Martinez as our new Planning Manager.

I want to introduce myself. I am a long-time resident and community member.

I am currently President of the Sunrise Hills Homeowners Association II Board of Directors. Your predecessor, Margaret Kavanagh-Lynch and Christina Ratcliffe, former Community Development Director, were communicating on this Amare proposed project since early 2016. The original project was proposed for 128 units, changed to 158 units, and presently 183 units. The residents in the Sunrise I, II, Ridge, Brittany Court, and adjoining neighborhoods have been following this proposal for a long time now.

We are quite concerned about traffic, lack of transportation, parking, the height of the proposed buildings and many other impacts. Three buildings are proposed for three stories and 3 proposed for four stories create a huge impact on our single-family residential neighborhood.

We continue to feel this developer is attempting to shoehorn as many units as possible on this extremely tight 6-acre site. Better suited for BARTD. I thought new projects were to lessen the impact on traffic?

Many of our residents have received the Notice of Preparation For A Focused Draft EIR. Since this is a Focused EIR, what happened to the original master EIR that was contracted with Rincon in October of 2019?

Was the Draft EIR completed in 2020 and sent to the public for comment? There was a public planning commission study session held on August 25, 2020, nothing was said about a completed EIR? I noticed many of the developer's consultant reports are 5-6 years old?

Please let me know if the Master EIR was completed and how to get my hands on a copy?

I appreciate your reply.

Regards,

-----

Richard Jensen

2234 Foxhill Drive

Martinez, CA 94553

925.899.5430

# Richard Johnson and Sharon Tom

---

| 925-917-0729 | [sharon-rick@comcast.net](mailto:sharon-rick@comcast.net)

## Scoping Comments: Amare Apartment Homes Project

February 19, 2022

Hector J. Rojas, Planning Manager  
City of Martinez  
525 Henrietta Street  
Martinez, CA 94553

Dear Mr. Rojas:

We are homeowners of 2202 Foxhill Drive in Martinez. Our home is in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice our dissatisfaction with the current design. Our concerns and objections are as follows:

- A) We object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will place a burden on the surrounding streets due to apartment residents attempting to park oversized cars.
- B) We object to the narrower driveways creating safety issues. The possibility of a fire in the back buildings identified as #5 and #6 is frightening. We wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- C) Another objection is the three and four-story buildings. We are concerned about privacy issues to the homes adjacent as well as rooftop equipment (i.e. heating, cooling and solar) creating eyesores and glare. The tall buildings will block scenic views of nearby residents.
- D) The speed limit on Arnold Drive between Glacier Drive and Pacheco Blvd is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Drive and Tierney Place as well as no current traffic signal at Pacheco Blvd. will cause even greater traffic congestion and safety issues.
- E) We believe the bus stops on Muir Road and Blum Road are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas. The Arnold grade is not pedestrian-friendly if going to the Blum Road stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a “bus rapid transit” level.

- F) The Arnold Drive / Pacheco Blvd corridor is heavily traveled. We understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd across from the post office would create traffic jams. This is unacceptable and certainly not environmentally friendly.
- G) We believe the approval of any more concessions and exemptions over what is state-mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 units are at full market rate.
- H) The Amare Apartment Homes Project is to be built on APN 161-400-010-5 and APN 161-400-009-7 totaling 6.06 acres. The Contra Costa County Assessor's Parcel Map shows these two parcels only total 5.09 acres. The area size needs to be verified. If the area is only 5.09 acres, then the project needs to be resized.

For these reasons we believe that the size of the proposed Amare Apartment Complex is just **too big to squeeze into such a small area** without severely compromising the existing communities that surround it. There certainly must be things the developer can do to promote safety, address environmental concerns and align with surrounding communities.

Thank you in advance for your consideration.

Regards,



Richard Johnson & Sharon Tom  
2202 Foxhill Drive  
Martinez, CA 94553

Feb 6, 2022

Hector J Rosas  
Community Development Director  
City Of Martinez

Dear Hector Rosas,

I have been a homeowner in the Sunrise Ridge Community for over 20 years and am writing to voice my concern regarding the currently proposed high density Amare Apartment Project and the negative impact it could have on the surrounding communities.

This type of high-density project is best suited for an area that is close to public transportation or within reasonable walking distance from shopping/restaurants/etc. This location offers none of that, and the addition of 183 new units will only add to the ever-increasing congestion along Arnold Drive - which is only a 2 lane road with no parking. I attended the Amare meetings in 2018 & 2020 and 2 of the many concerns voiced then were the lack of adequate parking and not being close to public transportation. Nothing has changed .... still no additional parking and no public transportation close by.

Adequate parking needs to be provided for the Amare residents and their guests. I believe the current MMCode is 2 parking spaces per unit PLUS .25 for guest parking – making a total of 412 spaces. They are proposing to build 79 two bedroom units and 104 one bedroom units with only 275 parking spaces. There is NO parking allowed on Arnold Drive, so where will the overflow parking go? I have also heard that the parking spaces will be smaller – which is not realistic in this age of SUVs and oversized cars & trucks.

The developer is also asking for a building height variance, taking the original project to four stories. I know of NO 4 story *residential* buildings in Martinez. If the developer plans to exceed the maximum building height restrictions set forth by the City of Martinez & not provide adequate parking, AND ask for a long list of other variances, then maybe this location is not best suited to handle the Amare plan as it is currently being presented.

I would also like to bring to your attention that the traffic situation along Arnold Dr and Pacheco Blvd is already heavily congested. Since The Villages at Arnold was built (which also does not have adequate parking), the traffic & parking problems have increased at an alarming rate. Arnold Dr and Pacheco Blvd are both 2 lane roads (with no parking) that presently cannot handle the current flow of traffic – and they are proposing to add 183 new units. How many additional cars will that bring?? A stop light is already needed at the corner of Arnold Dr and Pacheco Blvd - before there is a serious accident at this corner! Crosswalks are also needed to accommodate the pedestrian foot traffic along Arnold Dr. These are life safety issues!

I plan to participate in any upcoming meetings regarding this project, along with many other concerned Homeowners. I don't think anyone is against having additional housing in this area – we just want to be sure that any new development fits in with the surrounding area. The current plan with three 4 story buildings certainly does not.

Thank you for your consideration and attention to this matter.

Roni Sweek  
2511 Tea Tree Ct  
Martinez, Ca 94553  
Sunrise Ridge Homeowner

**From:** roni sweek <rsweek@sbcglobal.net>  
**Sent:** Monday, February 21, 2022 2:45 PM  
**To:** Hector J. Rojas  
**Subject:** AMARE APARTMENT PROJECT

Feb 21, 2022

Hector J Rosas

Community Development Director

City Of Martinez

Mr Rosas,

This is an addendum to a letter I previously sent a couple of weeks ago (and thank you for your confirmation of receipt). I took some time to review the Amare plans more closely since then and have some new concerns regarding the project.

I am not against residential development in our area, but the project needs to add that to the surrounding communities rather looking like a misplaced project that dominates everything. Four story buildings towering over 1 and 2 story homes that have been here for 30+years will be very out of place. And high density units that are not within a reasonable distance of public transportation doesn't even make sense.

The developer is asking for 10 waivers, which seems excessive. If that many municipal "rules" need to be adjusted, maybe the developer needs to adjust his project. After the project is complete, the developer will be moving on to other projects & the people living in the vicinity of Amare will be the ones bearing the brunt of the environmental impacts this project will create.

It is my understanding that the Environmental Impact Report(s) that the Amare project is basing their studies on are outdated (going back to 2016-17). A lot has changed since then with new businesses & houses being built and increased traffic patterns. To have a true sense of how this project will affect nearby communities we need a current EIR. Nowhere in the plans do I see any intention of adding crosswalks or traffic lights to protect pedestrians along Arnold. With 183 new units, there will be additional foot traffic, especially considering the parking allotted for the project is not sufficient.

It is also my understanding that new projects being built in Martinez should incorporate elements to make them fit in with the area. The following is a policy for the John Muir Parkway Specific Area Plan portion of the general plan.

“33.319 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”

Substandard parking, four story buildings, elimination of landscaping to maximize parking, etc seems to go against this general plan. If we set a new standard with 4 story residential apartments in a single family home neighborhood, what's next?? As far as I know *Martinez does not currently have any 4 story residential buildings within the city*, and Arnold Drive is not the appropriate place to have them!

The parcel where Amare is to be built originally started off being 54 townhouses many years ago ... then it became 128 apartments .... then 158 .... then 174 – and now 183 apartments. I understand that 9 of the units will be “affordable housing” units (*less than 5%*). That leaves 174 that I assume will be regular market price. And for that the builder expects to be granted *carte blanche* on the variances he is asking for?? I think not! PLEASE set some restrictions so our community will not be overrun by a project that (as is) does not belong on this site.

Thank you once again for your attention to this matter.

Roni Sweek

2511 Tea Tree Ct

Martinez, Ca 94553

Sunrise Ridge Homeowner

**From:** Shana Scharetg <shanascharetg@gmail.com>

**Sent:** Tuesday, January 25, 2022 9:49 PM

**To:** Hector J. Rojas <hrojas@cityofmartinez.org>

**Subject:** Scoping comments- Amare Apartment homes project

Hello Hector,

We just received your letter in the mail about the possible building of the Amare Apartments in Martinez. This is very disappointing news.

We moved to Martinez just over a year ago and live walking distance from where this construction will be. This will definitely cause lots of traffic and noise concerns while you are building this new project. And once the building is open, this will also cause lots more traffic in this area.

We also just enrolled our daughter at an already impacted elementary school. These apartments will be in the same school district and same schools as we are. This is another big concern for us.

We also spend lots of time at public parks, these also will be impacted.

I'm sure there are many other concerns, but these are what are most important to me. Thanks for your time.

Shana Scharetg

**From:** sprindible@aol.com  
**Sent:** Saturday, February 12, 2022 10:30 AM  
**To:** Hector J. Rojas  
**Subject:** Scoping Comments: Amare Apartment Homes Project

Mr. Rojas,

As a Sunrise Hills I homeowner for over 20 years, I am compelled to provide you with my HUGE concerns concerning the Amare proposal. Most important of my concerns is the safety factor for both the residents of the surrounding area as well as the potential residents of said project. The issue of emergency vehicles, delivery vehicles as well as lack of safe sidewalk access to the one public transit area come to mind immediately.. From the diagrams of the project there is little clearance for the possibility of two vehicles (i.e. firetrucks, emergency vehicles etc) being able to pass each other safely not to mention delivery vehicles being parked for deliveries.

Regarding the lack of parking for residents is evident . Many of the one bedroom households will have two autos and the two bedroom households more than two.....The "lack" of parking spaces will result in people parking out of the complex and onto Arnold and the streets adjoining Arnold. The developer has a history of also designing horrible parking designs as evidence in the strip shopping center where Panda Express in Martinez is located. That strip mall is well know for numerous accidents in the parking lot as well as auto damage due to the lack of room for parking..I myself now do not frequent that shopping area. The traffic backup for turning into the proposed project will be another concern. Arnold is not a wide street and I am assuming a turn lane will have to be created resulting in another potential safety concern.. Aesthetically, I see no real landscaping plan and the 4 story building proposal is totally monolithic. Martinez has always prided itself on its rural, family friendly footprint NOT a concrete jungle Planet of the Apes compound.

The proposed project needs to be reevaluated by the Planning Department as the many issues need to be resolved as it affects soooo many Martinez homeowners and residences that are touched by this ill designed project.

Thank you for your time.

Sharon Prindible 2005 Cunningham Way Martinez, CA 94553

February 18, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.
- 7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.

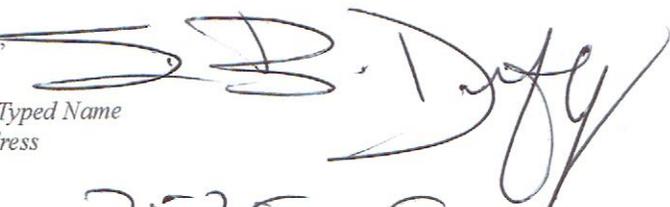
There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,

Signature/Typed Name

Typed Address

2



2525 Fernley Lane  
Martinez, CA 94553

**From:** Sherry Burke <iqchick@aol.com>

**Sent:** Saturday, January 29, 2022 9:25 PM

**To:** Hector J. Rojas <hrojas@cityofmartinez.org>

**Subject:** Scoping Comments: Amare Apartment Homes Project

Mr. Rojas,

Thank you for the opportunity to voice my concern about the project. My main concern is the impact on the traffic on Arnold Drive. People often speed through the area, and it would be a good idea to put a stop sign in right now and will really be critical as the project is complete. I don't want to wait for a bad accident to happen to get what is needed. The specific area I am referring to is the corner of Arnold and Starflower, in front of the Sunrise Hills development. Otherwise, I look forward to meeting my new neighbors and thank you for considering my request.

warmly,

Sherry Burke, Ed.D., LEP, LMFT

Burke Educational Consulting

925-500-3435

February 21, 2022

Mr. Hector J. Rojas  
Planning Manager  
Community Development Department  
City of Martinez  
525 Henrietta Street  
Martinez, CA 94553

Subject: Scoping Comments Amare Apartment Homes Project (NOP for a focused draft EIR)

Dear Mr. Rojas:

Thank you for the opportunity to comment on the NOP for a focused draft EIR on the proposed Amare Apartment Homes housing development. I am generally supportive of this site for use as a multi-family residential development. We as a city have a successful development when the residents are supportive of the proposed development, its residents generally have positive things to say about the facility, and they want to remain there. Long term residents tend to choose to invest in Martinez as their community. Lower turnover translates to lower management overhead. It is a 'win' from all angles. In general, most people seem to be supportive of a residential development of some kind on this property.

I have lived in Martinez near Morello/Arnold/Pacheco for 34 years. I personally walked the area project site and adjoining areas prior preparing these and prior comments.

I have organized this document into comments regarding specific sections in the NOP, and also included comments that may be more of a general nature, or that may be applicable to more than one section of the focused EIR, as well as potential mitigation solutions and alternatives.

### **General**

I envision a development that is beneficial on multiple levels for its residents, as well as feasible for the developer and eventually the property management. I am looking for that opportunity to continue to be honed through this process, and appreciate the input and patience by all involved.

Transportation Alternatives The project is proposing to minimize on-site parking. I am very concerned about the transportation hardships the proposed development may cause its residents. There is no nearby off-site parking. Accessing or using alternate transportation nearby is difficult due to topography, discontinuous sidewalks, narrow and discontinuous bike lanes, lack of consistent and efficient bus service, and access to BART.

Access to efficient transportation is a need. Though the development may meet the letter of the recent State of California housing laws, it does not meet its intent. In addition to streamlining creation of more housing, the law requires that this housing must be nearby alternate transportation modes. This encourages alternate transportation and reduces single-occupant vehicle traffic. The primary alternate transportation mode for this development is bus service. Yet, there is no 'regular' bus service nearby. It is 0.75 mile to the Pacheco Transit Center, with

a very steep hill and a very busy street without sidewalks or safe crosswalks in between. The 'nearby' busses that run (Glacier Drive), do not run in the early mornings and evenings, and do not run at all on weekends. Additionally, there are no contiguous sidewalk to safely access that bus stop.

Continuous Sidewalks Continuous sidewalks are needed in the area to enable residents to access Glacier Drive for access to Hidden Valley Elementary School and bus transit stops, to Village Oaks Shopping Center approximately 1.1 mile to the west, or to the Pacheco Transit Center, 0.75 mile to the east, which is just east of Pacheco Blvd on county property.

The NOP indicates that sidewalks are a mitigation measure. It is worthwhile to delve into this further to discuss where the sidewalks will be constructed, how funding will be procured, and potential conditions for completion prior to project approval.

"Above Adjacent Grade" The Project Description, Section 9, describes the buildings to be xx feet "above adjacent grade". This provides the reader with insufficient information to get a visual of total building height. It would be helpful to also include a reference elevation such as Arnold Drive. Example, "xx feet above adjacent grade, which is yy ft lower (or higher) than Arnold Drive, which is 50 ft to the north". Alternately, consider "xx ft above adjacent *developed* grade".

It would also be helpful to install Story Poles to better visualize the height, mass, and layout of the proposed project.

Martinez General Plan Update Martinez is in the process of updating its General Plan. Please add a statement on how this project is guided by the General Plan.

John Muir Parkway Specific Area Plan NOP Table10 references the General Plan, but not the John Muir Parkway Specific Area Plan, which this project lies within. Please discuss how the proposed development fits with the John Muir Parkway Specific Area Plan (Martinez General Plan, Section 33).

Parking Space Dimensions: It is recommended that the on-site parking space dimensions of parking spaces and turn space remain consistent with the City's Municipal Code. The Municipal code cites dimensions of 9 feet by 20 feet, and with comfortable maneuvering room. Where possible, it is also recommended that the spaces are angled to provide additional vehicle maneuvering room.

Parking spaces that are not used or that are incorrectly used defeat its purpose. Martinez learned a valuable lesson regarding parking space size and turn spacing requirements with the Dollar Store/Panda Express/Starbucks development parking lot about 1.25 mile west of this proposed development on Arnold. Parking spacing there is woefully tight, prompting ongoing customer complaints. This issue was taken into consideration when McDonalds was recently renovated on the corner of Morello/Arnold.

Vehicles parking in spaces that are too narrow tend to consume more than one parking space. Inadequate parking is a deterrent to many in selecting and remaining in rental housing. Include angled spaces, when feasible. This will improve vehicle maneuverability.

Project Document Site on City Website The 2018 project MND generated dozens of comment letters. I am asking the City to post all correspondence in one location on the City website, as soon as possible after comments are received. This will minimize the manual interaction to

respond to public records requests with limited city staff. It also ensures transparency throughout this process.

**3 – Air Quality** See additional comments in ‘Multiple Sections Comments’ below.

## **6 – Energy**

**Natural Gas Use:** The proposed project identifies two sources of Natural Gas use – main lobby gas fireplace, and outdoor rec area. It is assumed the outdoor rec area would utilize natural gas for barbeque use, rather than a fire pit or other use. Please clarify.

**Net-Zero Energy Requirements:** The NOP identifies net zero energy requirements for ... multiple-family residential development, up to three stories, by incorporating solar electric generation systems into the design. The project also proposes 4-story buildings. Please include energy requirements for 4-story buildings, as well. Also, please discuss how net zero energy utilizing solar energy is planned to be implemented.

**8 – Greenhouse Gas Emissions** See additional comments in ‘Multiple Sections Comments’ below.

## **9 - Hazards and Hazardous Materials**

Without mitigation, it can be argued that the current proposed project configuration is Not Less than Significant.

**Emergency Vehicle On-Site lane widths and Emergency Vehicle Access:** Consider the current configuration with narrow parking area lanes and more frequent use of delivery vehicles for goods and services, as well as food items (UPS, Amazon Delivery, Uber, Door-Dash, Grocery Delivery, Meals on Wheels). There currently is no centralized place for deliveries. Therefore, these vehicles can often block apartment access on narrow parking ways. This can impede emergency vehicle access.

With Vehicle On-Site Lane 4-story buildings proposed at the back far end of the property, a larger fire truck (ladder truck) is required should a fire break out in any of those structures.

The following proposed mitigations are suggested:

1. Drive lanes remain the width required in the Martinez codes.
2. Include a pullout for delivery vehicles, ride-share, etc., in the layout of the proposed development. This centralized location should preferably be located near the entrance to the development.
3. Locate trash dumpsters near entrance or exits with adequate access out of the lane of traffic to minimize the need for the large garbage trucks to maneuver through the parking ways, minimizing impeding on-site vehicle traffic flow.

Verify with CCFD the amount of clearance needed for their emergency vehicles to easily access and address fire or other emergencies within the development. Potentially amend the design layout and drive lanes to accommodate emergency vehicle access.

## **10 – Hydrology and Water Quality**

The 48" stormwater line is proposed to be increased to 60" diameter. Will this line be 60" all the way to its termination? Where does it terminate? What potential issues will it have with other stormwater outfall connectors downstream (if any), and at its termination point? Please expand on the explanation.

### **11 – Land Use and Planning**

Please expand the meaning of the following description, the purpose of this requirement, and its reference in the General Plan. "The project would provide 1451 sq ft of space per dwelling unit". (pg 51).

### **13 – Noise**

Road Noise – The freeway road noise at the new Muir Heights Townhomes (behind Nob Hill Foods) is deafening. The proposed project is similar in nature and stature (3 stories, next to freeway). Traffic along Arnold Drive will increase as a result of this proposed development. It is recommended that as a condition of approval, each apartment building include extra sound-deadening insulation and upgraded windows to block noise from nearby roads.

**14 – Population and Housing** I agree that Martinez needs and can support additional housing.

### **15 – Public Services**

Fire Stations: Station 12 on Shell Avenue, referenced in the NOP, is currently not in operation. Suggest –Fire Station 9, 209 Center Avenue, Pacheco CA. (Fire Station 14 is at 521 Jones St, downtown Martinez).

Fire Station 13, 251 Church Street, is off Alhambra Avenue, south of Hwy 4. With regular backups on virtually all freeway off-ramps during multiple commute time hours, the availability of a response from this fire station is likely not within the CCFD 7-minute criteria.

Please re-address emergency fire vehicle access utilizing stations that are currently operational. (pg 61), and review accessible fire stations with CCFD.

### **16 – Recreation**

On-site play and recreation areas for residents living in 183 units, dog walks, etc. are needed. There are no other nearby public open space facilities within walking distance. On-site recreation needs more discussion detail (pg 72). Please explain how residents will use on-site open space. What are the details of the on-site play and recreation areas for its approximately 437 residents.

### **17 – Transportation**

Traffic regularly backs up on multiple free on and off-ramps at Hwy 4/I-680, even after the recent Cal-Trans hiway improvements. Frighteningly, it regularly backs up onto the freeways during commute hours, which is a safety issue on multiple levels. Traffic also backs up at Arnold Drive/Pacheco Blvd. Please drill further into mitigations that can be implemented to keep this situation from deteriorating further with the vehicle trips proposed by this development.

Construction Traffic: Considering the current freeway and feeder road congestion near the Project site, and desiring to mitigate additional congestion, it is recommended that during the height of construction, large vehicles (delivery trucks, semi-truck/trailers, concrete trucks, etc.) be prohibited from entering/exiting the project site before 9 AM and between 3 and 6 pm weekdays.

Transit Stop: Though it is not currently in the plans to include a Transit stop near the proposed development, it is strongly encouraged to include provisions for bus turnout, transit waiting bench, and street subsurface improvements to accommodate such a request as part of this project.

See additional comments in 'Multiple Sections Comments' below.

## **21 – Mandatory Findings of Significance**

Reclaimed Water: Please explain how it is planned to use reclaimed water within the proposed development.

Operational Mobile Emissions: Please explain how it is planned to mitigate operational mobile vehicle emissions as is cited in the mitigation studies in the appendices.

Pedestrian Access: Please provide specific examples on how to improve 'pedestrian access', and funding source(s). Additionally, pedestrian and bicycle accessibility should be a condition of approval to mitigate reduced number of parking spaces.

### **Multiple Sections Comments:**

Traffic Speed Attenuation The current posted speed limit on Arnold Drive is 40 mph. With the proposed development, it would become fully a residential area with many vehicles entering/exiting the development, as well as existing developments north of Arnold and east of the proposed development (The Villages at Arnold), and businesses on Sunrise Drive. As a condition of the approval of this project, two items are recommended:

1. Reduce posted speed limit adjacent to the proposed development to 30 mph. Because the development is in a depression on Arnold in a highly used transportation route, it is common for vehicles to exceed the speed limit adjacent to the proposed development. This makes it unsafe for bicycles, pedestrians, and other vehicles on the roadway.
2. Install a traffic Roundabout at the entrance to the proposed development. The Roundabout will mitigate the need for a Turn Lane in the middle of Arnold Drive, allowing more space for a right-sized bike lane (and concurrently, a traffic/pedestrian buffer) and will serve to automatically attenuate traffic speed at the depression in the roadway adjacent to the project entrance/exits.

Air Quality, GHG Emissions and Transportation:

Contiguous Sidewalks, Usable Bike Lanes, Safe crosswalks Multiple sections reference these. The Air Quality section mentions bike lanes along Arnold. Bike lanes along Arnold are not contiguous, and are very narrow. A 3 foot or narrower bike lane is not usable, nor is it safe along

a highly used corridor. In order to mitigate transportation environmental effects, safe transportation alternatives need to be implemented. This means

- Contiguous sidewalks along both sides of Arnold Drive to safely access the bus stop.
- Contiguous sidewalks along Arnold Drive to allow students to potentially walk to school at Hidden Valley Elementary a little less than a mile away from the proposed development.
- Contiguous sidewalks along both sides of Pacheco Blvd to access the Pacheco Transit Center off of Blum Road (.75 mile and down a very steep hill from the proposed development).
- Crosswalks that are well-marked and lighted.
- Usable Bike Lanes to allow residents to ride their bike to the nearest shopping center on Arnold Drive, approx. 1.1 mile from the proposed development.
- Install secure on-site bike storage for residents.

The sidewalk on the north side of Arnold is 8 ft. wide. Though it is not common to have bike lanes on sidewalks, because of the traffic speed, narrow roadway width, and curves that make it more difficult to see a bicyclist, accommodating a bike lane in connection with a sidewalk along portions of Arnold may be safest alternative. There will be some sections of the sidewalk that abut other private properties. With the quantity of residents at the proposed development, it seems reasonable to request accommodation by the developer for safe bicycle and pedestrian facilities beyond their property boundary.

Table 2: Item 1. Please update applicable bus routes that fit with the State transportation requirement. None of the nearby bus routes run regularly, and routes on mornings, evenings and weekends are intermittent or non-existent.

Thank you for the opportunity to comment. I look forward to working with the city of Martinez to implement a residential development that enhances city and is of benefit to its residents and the community.

Sincerely,

Susan Gustofson  
Martinez Planning Commissioner

**From:** Theresa Ann HANNAH <terryann2009@gmail.com>  
**Sent:** Friday, February 11, 2022 1:31 PM  
**To:** Hector J. Rojas  
**Subject:** "Scoping Comments: Amare Apartment Homes Project"

My name is Theresa Hannah, husband is Steven Hannah, our address is: 1243 RAYMOND DRIVE PACHECO Ca 94553. regarding "Scoping Comments: Amare Apartment Homes Project" we have lived in this area since 1993.

This is going to devalue my home, increase traffic, increase roadwork which will increase our taxes. not to mention SOUND and POLLUTION, it will impact travel time to the local hospital..kaiser. . impact traffic and lines to the local elementary schools.

WE DO NOT WANT THIS!!!!

this WILL turn the surface street CENTER AVE into a thoroughfare!!

We are also in a drought most years. We ARE California natives!!! This will highly impact our resources and power grid!!!! this is completely the WRONG place to put this mess.

THERESA A HANNAH  
STEVEN L HANNAH

02/11/2022 1:30 P.M.

**From:** Sharon L Cameron <wcameron@sbcglobal.net>  
**Sent:** Friday, February 18, 2022 2:16 PM  
**To:** Hector J. Rojas  
**Cc:** Brianne Zorn  
**Subject:** Scoping Comments: Amare Apartment Homes Project

February 18, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

Re: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas,

I am a 33-year resident of Martinez with two adult children, one a middle school teacher and one a firefighter. I wish they could live nearby but it is difficult to find housing in our area. I am very much in favor of the package of housing reforms California has recently passed. Key aspects, of which, include the ability to get through higher density housing, mitigating environmental impacts, improving utilization of mass transit, and reducing vehicle miles traveled. I am also in favor of the higher quality of life and safety standards that can come with these projects when designed well. As currently designed, this is not that project. It appears to be the antithesis of what our new state laws are trying to achieve.

Three key points of concern are:

- -
- Fire safety/inadequate emergency access: As a result of limited ingress and egress, distance between buildings, width of driveways and distance of rear buildings from main road, it is unlikely any Fire Marshall in California would sanction this or approve any of the waivers that make it worse. I strongly suspect this project would not pass a modern Timed Egress Analysis. It would also appear it would be very difficult, in a fire situation, to get a ladder truck or engine to the buildings farthest from Arnold Drive. A fire with a strong prevailing north wind, starting on the Arnold Dr side of the complex would be devastating. Perhaps changing to the Highrise Model of fire suppression, access and fire attack would offset this, but it would still not rule out that fire personal would be required to hike in from Arnold Drive before engaging. This would all be happening as residents attempt to flee while boxed in to the south by the long highway sound wall and to the east by the steep incline to the office building.
- -
- CEQA Transportation Impacts: The current "Level of Service" study is out of date and obsolete. Even if the Level of Service methodology wasn't sunset in July of 2020, the current study, done in 2017, would still be out of date. A Quantitative Vehicle Miles Travel study should be done. When viewing this project in the context of the criteria a Qualitative Vehicle Miles Traveled Study, the current project actually discourages use of mass transit and nonmotorized vehicles, and because of its location, it pushes residents into their vehicles to reach jobs, schools and parks.
- -
- Hydrology: This piece of land is in a natural low spot. A significant amount of surrounding watershed funnels into this property. It plays a major role in attenuating peak flows even during moderate rain events. This is

evident by the large amount of water that fills the long swale during steady rains. This swale presented as a riparian wetland in the pre-drought years. By noting the proposed over sizing of the passthrough drainage and under sizing of catch basins, it appears it will eliminate this vital attenuation of flows the swale provides. These ill effects may pass through the State property below, but the properties on North Buchanan Circle and wetlands beyond will suffer as a result. Perhaps, because this has all been planned during drought years, the engineers designing this didn't have the benefit of direct observation and neither did they have the benefit of current hydrology maps or studies from the County. The most recent hydrology maps the County can provide, for this watershed, are from the 1960's.

Additional points of concern include how dated some of the supporting studies for this project are and how much change has occurred since they were completed. This includes the Phase I Environmental Site Assessment (ESA) 10/05/2015 and the Geotechnical Report completed 11/19/2009 and revised 12/11/2009. The site plan and building locations have changed and two 4 story buildings are now requested.

I understand that as of September 2021, the state of California has recently passed 31 new bills focused on affordable housing and most cities have had their Regional Housing Needs Allocations (RHNA) targets double. I applaud this direction. These changes are massive and significant and it now appears, cities, counties and regional planning authorities are all scrambling to digest and implement these new laws. The State's newly formed Housing Accountability Unit (HAU) was created to work with local municipalities to provide technical assistance and aid their efforts to comply with these new laws. Have we got them involved? Are our key city personal being allowed to do dedicated training to understand and implement? The State is also combining with this legislation unprecedented subsidies. Do we know the qualifications for these subsidies? Are we fully taking advantage of them? I feel the HAU could go a long way to directing this development to the best use of land for housing that satisfies the developer, city and maintains the quality of life & safety of the future residents of the housing. This same project located at the bottom of the hill across from the Pacheco Transit Hub and ability to egress on both sides of the property, would seem to align with HAU direction of density, Vehicle Miles Traveled and safety.

William Cameron  
2230 Foxhill Dr.  
Martinez, CA 94553

February 18, 2022

Hector Rojas  
City of Martinez  
Planning Director  
525 Henrietta Street  
City of Martinez, CA 94553

RE: Scoping Comments: Amare Apartment Homes Project

Dear Mr. Rojas:

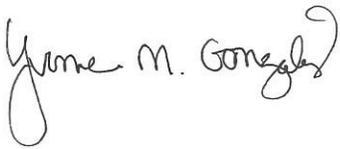
I am a resident in the area that will be greatly affected by the proposed Amare Apartments project and would like to voice my dissatisfaction with the current design. My concerns are as follows:

- 1) I greatly object to the plan to reduce the overall size of the parking spaces. Combined with the reduction of the overall number of spaces, this will be a burden placed on the surrounding streets due to apartment residents attempting to park oversized cars or prevent them from damage.
- 2) I also object to the narrower driveways due to safety issues. The possibility of a fire in the back buildings identified as #5 & #6 is frightening. I wonder if a fire truck would be capable of reaching a four-story building and getting out if necessary, not to mention residents fleeing.
- 3) Another objection is regarding the three and four-story buildings. I am concerned about privacy issues to the homes adjacent as well rooftop equipment (i.e. heating, cooling and solar) creating an eyesore and glare.
- 4) The speed limit on Arnold Drive between Glacier Dr. and Pacheco Blvd. is listed at 40 mph, not 25 as the transportation study indicated. Speeders well in excess of 40 mph are the norm. The limited sight distance of the grade at the Villages Townhomes, the cross traffic from Sunrise Dr and Tierney Place as well as no current traffic signal at Pacheco Blvd will cause even greater traffic congestion and safety issues.
- 5) I believe the bus stops on Muir Rd and Blum Rd are not viable options because the people who would use them cannot safely walk to these sites as there are no sidewalks and crosswalks in some areas, the Arnold grade is not pedestrian friendly if going to the Blum Rd. stop and multiple people walking across Pacheco Blvd may be hit by cars. Also, the bus stops do not operate at a "bus rapid transit" level.
- 6) The Arnold Drive/Pacheco Blvd corridor is heavily traveled. I understand this one project will be an increase of 1,100 trips per day. This coupled with the additional traffic that can be expected from the huge proposed self-storage site and potentially another multi-family project on Pacheco Blvd. across from the post office would create a log jam; certainly not environmentally friendly. This is unacceptable.

- 7) I believe the approval of any more concessions/exemptions over what is state mandated is certainly lining the builder's pockets and not in the best interests of the community. After all, he is obtaining these perks by simply providing nine affordable units (the least amount to obtain his goal) while 174 are at full market rate.
- 8) The proposed site is currently a field meaning insects and rodents are its current inhabitants. As happened when the former Pine Meadows Golf site was being torn apart those insects/rodents ran to whatever shelter they could find...which meant they fled into the surrounding neighborhood. I am greatly concerned that Sunrise Hills will also suffer this same occurrence of infestation. Not an acceptable situation for either myself or my neighbors.

There certainly must be something the developer can do that is more in keeping with the surrounding communities while not promoting safety or environmental concerns.

Thank you,



Yvonne M. Gonzales  
4981 Bayleaf Court  
Martinez, CA 94553-4361

**From:** Zelah P.L. Brandt <cpmkin@gmail.com>  
**Sent:** Monday, February 7, 2022 10:32 AM  
**To:** Hector J. Rojas <hrojas@cityofmartinez.org>  
**Subject:** "Scoping Comment: Amare Apartment Homes Project"

Hector J. Rojas, AICP, Planning Manager  
City of Martinez  
Community Development Department  
525 Henrietta Street  
Martinez, CA 94553

Dear Mr. Rojas,

I am writing to comment on the scope of the Draft EIR with regards to the proposed Amare Apartment Homes Project. I purchased my home in Sunrise Hills thirteen years ago and I am very concerned about the impact of this project to our area.

The existing open spaces in our neighborhood contributes to the aesthetic appeal of living here. Building a multi-story complex would uproot the beautiful mature trees and greenery and replace them with a monstrous structure that would significantly change the view. The open spaces are also home to our resident wild turkeys and other wildlife. It's disturbing to see on the report that there's potentially significant impact on the biological and cultural resources. I am a 3rd grade teacher and I teach my students about the California Native American Tribes. I feel strongly against the possibility of disturbing subsurface tribal cultural resources during the construction of this project.

The addition of 437 new residents will negatively impact the flow of daily activities and safety of all residents. With the increased population comes more noise, traffic, and potential accidents. The report found substantially increased hazards due to the design that results in inadequate emergency access. Seeing that the developer is seeking numerous waivers to pack more people into that space shows the lack of concern for human safety in favor of maximizing their monetary gains.

I am truly against the building of this project in the proposed area. I prefer to keep that land undeveloped. At the very least, please consider not granting the developer the waivers they are requesting. I thank you in advance for your consideration.

Sincerely,  
Zelah Brandt