



## TECHNICAL MEMORANDUM

*Date:* March 4, 2021

*To:* Mr. Dinesh Sawhney  
American Housing  
americanhousing1@aol.com

*From:* Chris Kinzel, P.E.  
Vice President

***Subject:* Traffic Circulation and VMT Analysis for Brookside Assisted Living**

This memorandum summarizes a Traffic Circulation and VMT analysis conducted for the proposed Brookside Assisted Living development to be located at 4110 Alhambra Way, Martinez. The proposed facility will renovate the existing Martinez Convalescent Hospital. The proposed facility will have 82 beds with a total building area of 19,540 sq. ft. The project site plan dated February 26, 2021, shows the location of the existing building and proposed additions. TJKM previously conducted a parking demand analysis for the proposed facility in July 2020. The technical memorandum for the parking study is provided in the Appendix.

### SITE ACCESS AND INTERNAL CIRCULATION

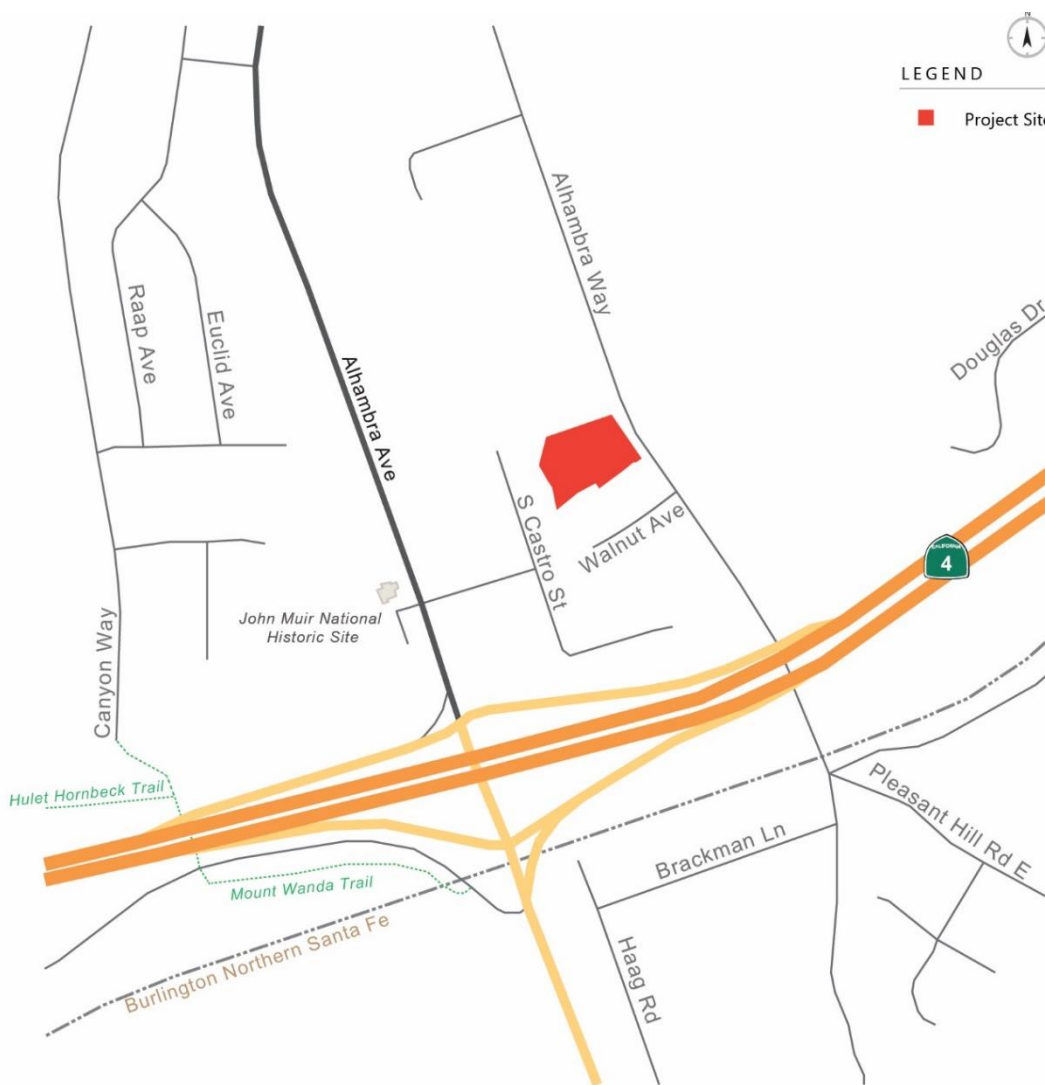
The proposed facility will maintain the location of the existing driveway at Alhambra Way and proposes no significant change to the positioning of buildings. The proposed drive aisle is 24 feet wide, with two-way travel and perpendicular parking. The driveway has enough space for vehicles to turn around and can accommodate emergency vehicles. The proposed internal circulation appears to provide adequate site access and circulation to accommodate visitors as well as employees, and delivery and garbage trucks. Visibility will also be adequate at the driveway during entry and exit. Although there are no sidewalks presently available on the project side of the road, the addition of a new sidewalk at the facility would improve the walking conditions.

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## TRAFFIC CIRCULATION

Vehicle access to the proposed project is provided via Alhambra Way, Alhambra Avenue, Walnut Ave, and State Route 4. Alhambra Way is a two-lane road with intermittent on-street parking on both sides. The road passes through residential uses and is classified as a minor arterial street north of SR 4 (City of Martinez, 2015). The other major road to access the project site is Alhambra Ave. Alhambra Ave is a principal arterial street (north of SR 4). It is a four-lane road with a two-way left-turn lane and has a class II bike lane. It also has an interchange on SR 4 that provides regional access between Martinez, Hercules, Concord, Antioch, and beyond into the Central Valley and foothills. Figure 1 shows the vicinity map for the proposed project.



**Figure 1 Vicinity Map**

## BICYCLE FACILITIES

Alhambra Way presently features a class III bike route and is expected to be updated to class II bike lanes as per the Draft General Plan 2035, Circulation Element. Alhambra Avenue features class II bike lanes from Marina Vista Avenue to Haven and Berrellesa Street to Paso Nogal Road. A small segment at Walnut Avenue is closed to vehicle traffic and can only be accessed through biking and walking. Figure 2 shows bike facilities in the project vicinity.



**Figure 2 Existing and Proposed Bicycle Facilities**

## PEDESTRIAN FACILITIES

Alhambra Way has a five-foot sidewalk only on the east side of the road. Alhambra Ave and Walnut Ave have sidewalks on both sides of the road. There is a signalized marked crosswalk at the intersection of Walnut Ave and Alhambra Ave. Figure 3 shows the existing pedestrian facilities in the project vicinity.



**Figure 3 Existing Pedestrian Facilities**

## TRANSIT FACILITIES

There are two major transit stops located near the intersection of Alhambra Ave and Walnut Ave. These stops are served by WestCAT (Western Contra Costa Transit Authority), County Connection, and Tri-delta Transit with a service frequency interval of 15 minutes or less. Table 1 lists the current public transportation services near the project vicinity. Figure 4 shows the routes for public transportation services near the project vicinity.



**Figure 2 Existing Transit Network**

**Table 1 Existing Transit Network**

Service provider	Route #	Route	Service days	Headway
<i>WestCAT (Western Contra Costa Transit Authority)<sup>1</sup></i>	30Z	Amtrak Station Martinez to Hercules Transit Center	Monday to Friday	Every 40 mins
<i>County Connection<sup>2</sup></i>	98X	Amtrak Station Martinez to Walnut Creek BART Station	Monday to Friday	Every 30 min peak / 60 min off-peak
	16	Amtrak Station Martinez to Concord BART Station	Monday to Friday	Every 40 mins
	316	Amtrak Station Martinez to Pleasant Hill BART Station	Weekend Only	Every 75 mins
<i>Tri-delta Transit<sup>3</sup></i>	200	Amtrak Station Martinez to Pittsburg/Bay Point BART Station	Monday to Friday	Every 60 mins

Source: 1: *WestCAT System Map*: <https://www.westcat.org/home/SchedSysMap>

2: *County Connection Routes*: <https://countyconnection.com/routes/>

3. *Tri-Delta Transit Schedule and Maps*: [https://trideltatransit.com/route\\_2008\\_numbered.aspx?route=route\\_200\\_e](https://trideltatransit.com/route_2008_numbered.aspx?route=route_200_e)

## VMT ANALYSIS

SB 743, which was signed into law by Governor Brown in 2013 and codified in Public Resources Code 21099, tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under CEQA (Senate Bill No. 743, 2013). SB 743 requires the new criteria to “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses”. SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (Pub. Resource Code, § 21099, sub. d. (b) (2)).

The City of Martinez has currently not established VMT procedures to evaluate the project’s transportation impacts. TJKM referred to the Contra Costa Transportation Analysis Guidelines for VMT assessment.

TJKM calculated the number of additional trips generated by the proposed assisted living facility as compared to the existing facility (Martinez Convalescent Hospital). Table 2 shows the additional trips generated by the proposed facility.

**Table 2 Trip Generation**

Land Use (ITE Code)	Size	Unit	Daily		A.M. Peak					P.M. Peak				
			Rate	Trips	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Assisted Living (254)	82	Beds	2.60	213	0.18	67:33	10	5	15	0.34	45:55	13	15	28
Existing Martinez Convalescent Hospital (620)	36*	Beds	3.06	110	0.22	63:37	5	3	8	0.37	41:59	5	8	13
<b>Net New Trips</b>				<b>103</b>			<b>5</b>	<b>2</b>	<b>7</b>			<b>8</b>	<b>7</b>	<b>15</b>

Source: ITE Trip Generation, 10<sup>th</sup> edition

Number of beds information was collected from *seniorly.com* <https://www.seniorly.com/skilled-nursing-facility/california/martinez/martinez-convalescent-hospital>

The proposed facility is expected to generate 103 additional daily trips. Based on the County VMT screening criteria, projects that generate fewer than 110 daily vehicle trips are exempted from the preparation of a detailed VMT analysis (Contra Costa County, 2020).

Additionally, a detailed VMT analysis will also not be required because the proposed project is within the half-a-mile of an existing major transit stop at Alhambra Ave and Walnut Ave intersection served by WestCAT (Western Contra Costa Transit Authority), County Connection and Tri-delta Transit with a service frequency interval of 15 minutes or less. The google snapshot showing the real-time service interval is attached in the end. It can be concluded that the proposed infill development will not have any significant transportation impacts.

## **PARKING REDUCTION**

The number of parking spaces had to be reduced from 24 to 19 parking spaces to accommodate internal circulation requirements. The detailed letter from the project architect is attached in the Appendix.

The previous parking demand study conducted by TJKM identified that the average rate for the number of occupied parking spaces is 0.21 parking stalls per bed. Based on that, the proposed project would need 18 parking spaces. Additionally, the Contra Costa County transportation analysis guidelines identifies limiting or eliminating the parking supply as potential measure to reduce vehicle miles traveled.

## CONCLUSION

As a result of the investigations contained in this memorandum, TJKM concludes that:

- the project is compliant with the City of Martinez plans and policies
- the project has adequate access to multi-modal facilities and will not result in any circulation issues.
- the project can be screened out from requiring a detailed CEQA VMT analysis.

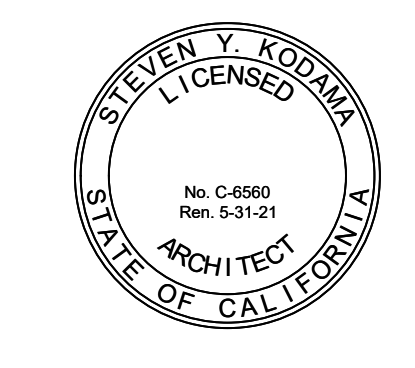


## REFERENCES

City of Martinez. (2015). *Draft General Plan 2035*. Retrieved March 04, 2021, from <https://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=19925>

Contra Costa County. (2020, June 23). Contra Costa County Transportation Analysis Guidelines. Martinez, CA. Retrieved from <https://www.contracosta.ca.gov/7767/Senate-Bill-SB-734>

Senate Bill No. 743. (2013, September 27). Sacramento, California. Retrieved from [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201320140SB743](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743)

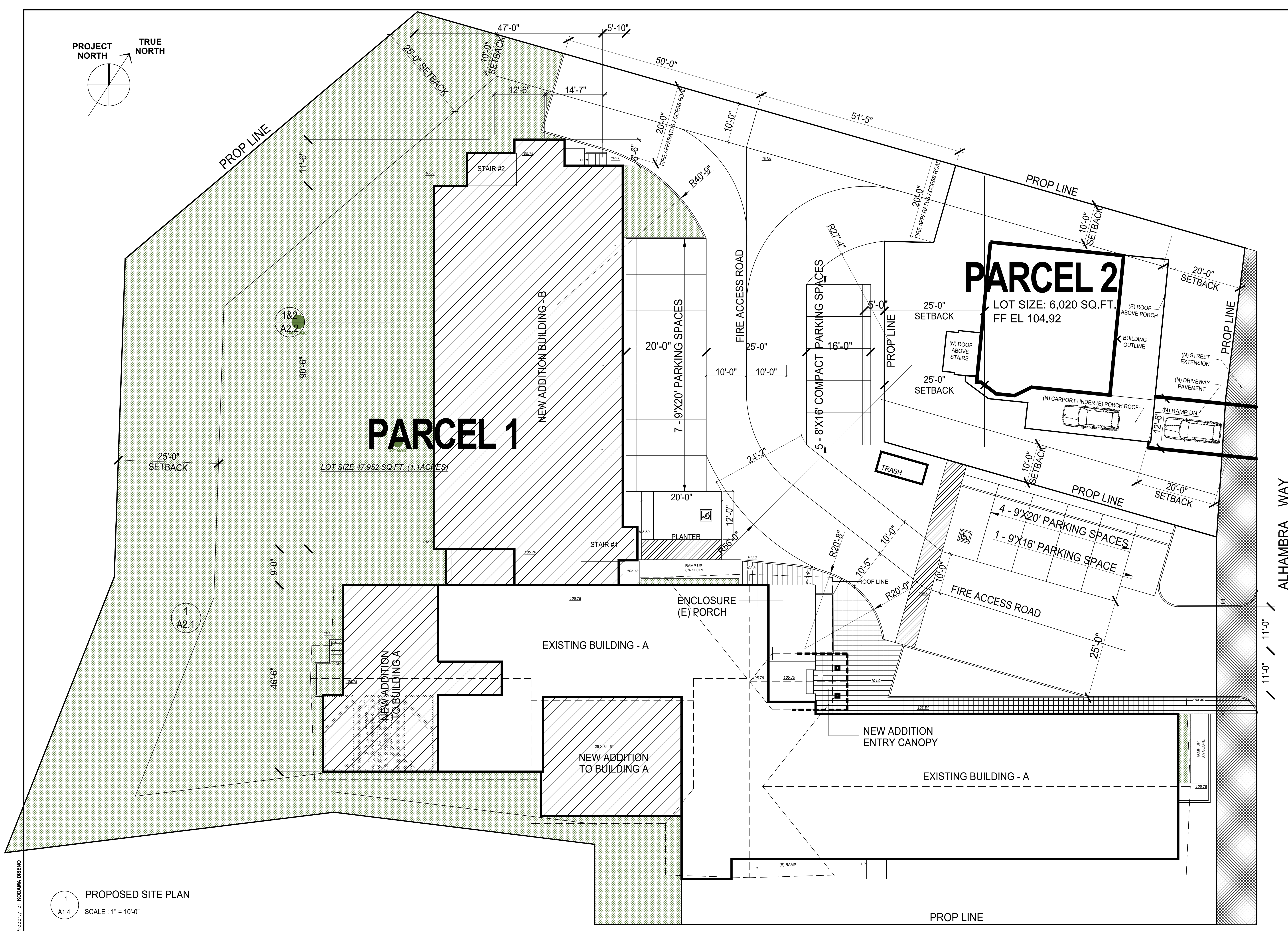
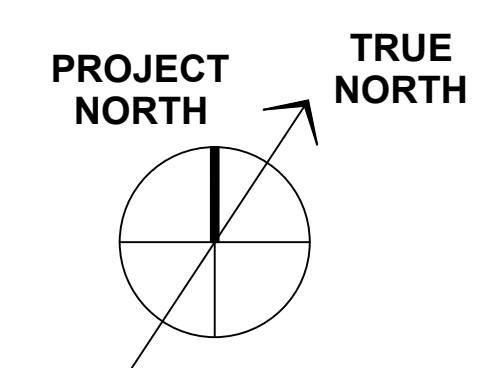


**ALHAMBRA HOUSE**  
**AMERICAN HOUSING, INC**  
 4110 ALHAMBRA WAY  
 MARTINEZ CA 94553

**PROPOSED SITE PLAN INFO**

No.	DATE	DESCRIPTION	BY	CHKD
6	2/26/21	REVISION	CW	SK
5	2/18/21	REVISION	CW	SK
4	1/8/21	REVISION	JW	SK
3	11/11/20	PARKING REV.	CW	SK
2	11/11/20	HOUSE SHEET REVISION	CW	SK
1	7/22/20	PRELIMINARY	HQ	SK

SCALE: 1" = 10'-0" SHEET: A 1.4  
 KD PROJ. NO. X.20XX



1 PROPOSED SITE PLAN  
 A1.4 SCALE: 1" = 10'-0"

Property of KODAMA DISEÑO



March 3, 2021

Ms. Southisone Garner  
MIG  
431 I Street Suite 108  
Sacramento, CA 95814

Re: Brookside Assisted Living

Ms. Garner:

This is in response to your request for clarification for the Brookside project.

1. The total number of beds for the development is as follows:  
Phase 1: There are 17 bedrooms for a count of 34 beds.  
Phase 2: Each of the two floors accommodates 12 bedrooms per floor for a total count of 24 bedrooms per floor and a total count of 48 beds.  
The total number of beds, Phases 1 and 2, is 82.  
Phase 1 originally had 18 bedrooms equaling 36 beds. However, one of the bedrooms was converted into a living/activity area thereby reducing the bed count to 34. Consequently, the total number of beds went from 84 to 82. This is consistent with the set of drawings that you currently have. Please refer to the attached Cover Sheet A 0.1.
2. The requested area calculations for the existing building and new additions have been added to the Cover Sheet. The new additions are noted as follows:  
Area 1: Enclose Porch, Area 2: New Dining/Activity Area, and Area3: New Bedrooms. This is graphically depicted on the attached Site Plan A4.1.
3. The calculation for the building/lot coverage has been revised. Information has been added for Parcel 1: the assisted living facility, and Parcel 2: the single-family house. In addition to the building/lot coverage, it includes the Floor Area Ratio (FAR) for both parcels. Please refer to Sheet A0.1.
4. The number of parking spaces has been revised.
  - a. The earlier site plan had 24 parking spaces: 6 standard spaces, 16 compact spaces, and 2 accessible spaces. The revised site plan has 19 parking spaces: 11 standard, 6 compact, and 2 accessible. The earlier site plan was revised for the following reasons:
    1. The 16 compact spaces constituted 67% of the total number of parking provided. Zoning allows a maximum of 30%.
    2. The drive aisle at the accessible parking was 24 feet in width. Zoning requires 25 feet.

3. After revising the parking, the accessible route that leads to the ramp for the new building addition did not meet the minimum 4-foot width, particularly at the corner of the building adjacent to the drive aisle.
4. The roof line extended into the fire access lane. The fire access code requires an unobstructed width of 20 feet and an unobstructed vertical clearance of 13'-6".
5. The site plan did not take into consideration the proximity of an existing 30" oak tree that is only about 2 feet from the new addition on the west side.

As pointed out in the parking study, the City of Martinez has no parking requirements for assisted living facilities. However, they do have requirements for nursing homes, which are in the same family of care as assisted living facilities. (In general, nursing homes are more regulated than assisted living facilities due to the level of services they provide.) In the Martinez Zoning Ordinance, Section 22.36.070 - Parking Miscellaneous Uses; allowance is made for 1 parking space per 5 beds for nursing homes. Since we have an 82-bed facility, we would need a minimum of 17 spaces, but we are providing 19. This is also consistent with the parking study performed by the owner at the request of the Planning Department.

Should you wish additional information, please feel free to contact me.

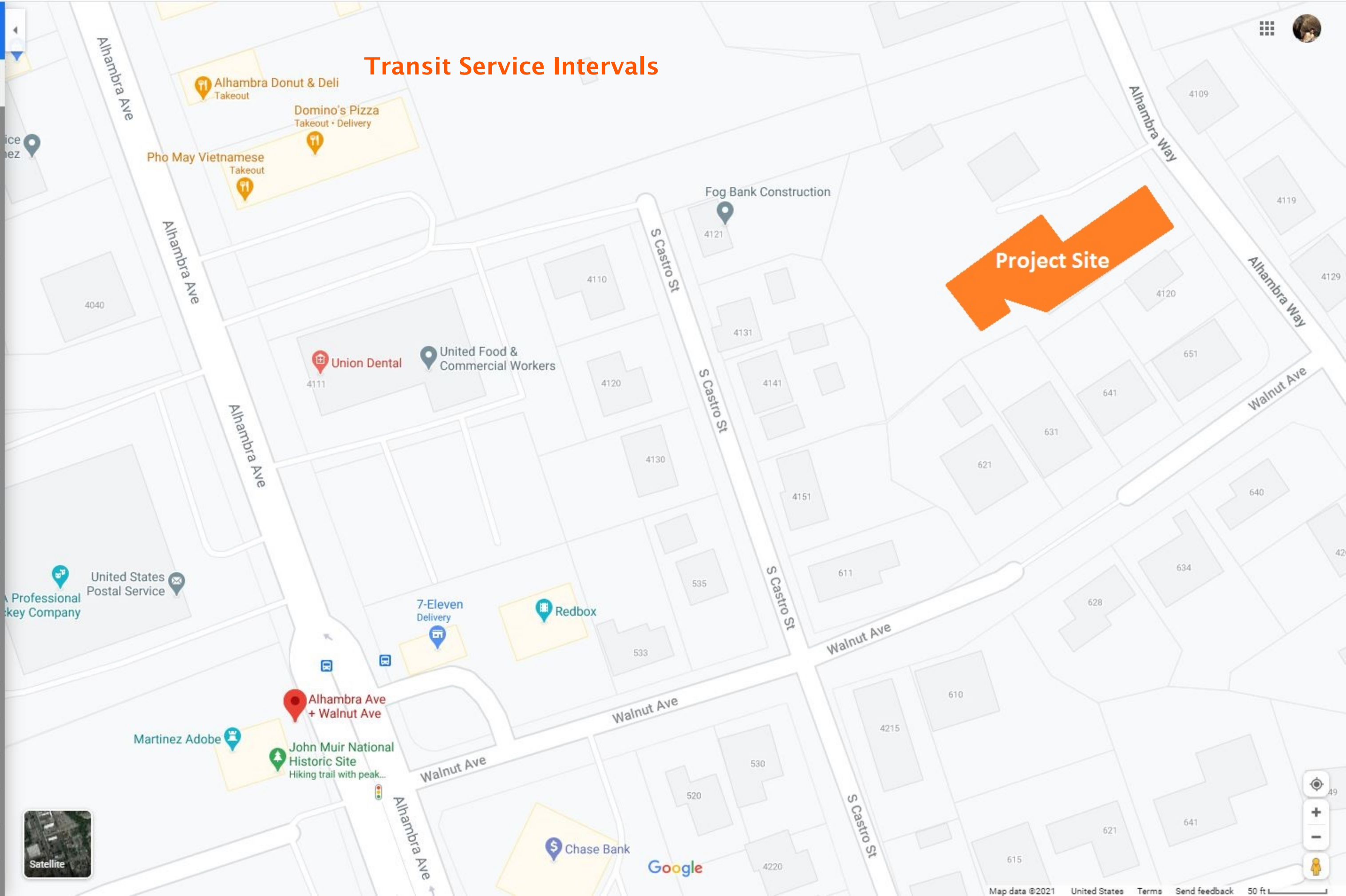
Regards,



Carison Wade  
cwade@kodamadiseño.com  
cell: 510.908.0991

16	Concord BART Via Downtown PH	2:25 PM
98X	WC Bart	2:51 PM
30Z	Hercules Transit Center	3:00 PM
16	Concord BART Via Downtown PH	3:05 PM
98X	WC Bart	3:21 PM
16	Concord BART Via Downtown PH	3:45 PM
30Z	Hercules Transit Center	3:57 PM
98X	WC Bart	4:06 PM
16	Concord BART Via Downtown PH	4:25 PM
30Z	Hercules Transit Center	4:37 PM
98X	WC Bart	4:51 PM
16	Concord BART Via Downtown PH	5:05 PM
30Z	Hercules Transit Center	5:12 PM
16	Concord BART Via Downtown PH	5:45 PM
30Z	Hercules Transit Center	5:52 PM
98X	WC Bart	5:54 PM
98X	WC Bart	6:16 PM
16	Concord BART Via Downtown PH	6:25 PM
30Z	Hercules Transit Center	6:32 PM
16	Concord BART Via Downtown PH	7:05 PM
30Z	Hercules Transit Center	7:12 PM
16	Concord BART Via Downtown PH	7:45 PM
16	Concord BART Via Downtown PH	8:25 PM
98X	WC Bart	5:46 AM

## Transit Service Intervals



Project Site



## TECHNICAL MEMORANDUM

*Date:* July 28, 2020

*To:* Mr. Dinesh Sawhney  
American Housing  
americanhousing1@aol.com

*From:* Mr. Chris Kinzel, P.E.  
Vice President

*Subject:* **Parking Demand Study for Proposed Brookside Assisted Living Facility**

This memorandum summarizes a parking demand analysis conducted for the Brookside Assisted Living development to be located at 4110 Alhambra Way, Martinez. The proposed facility will have 82 beds and proposes 24 car parking spaces along with two parking spaces for motorcycles. The City of Martinez currently has no established parking requirements for assisted living facilities. To ensure that proposed parking is adequate, the City has requested a study of three existing assisted living facilities of similar size.

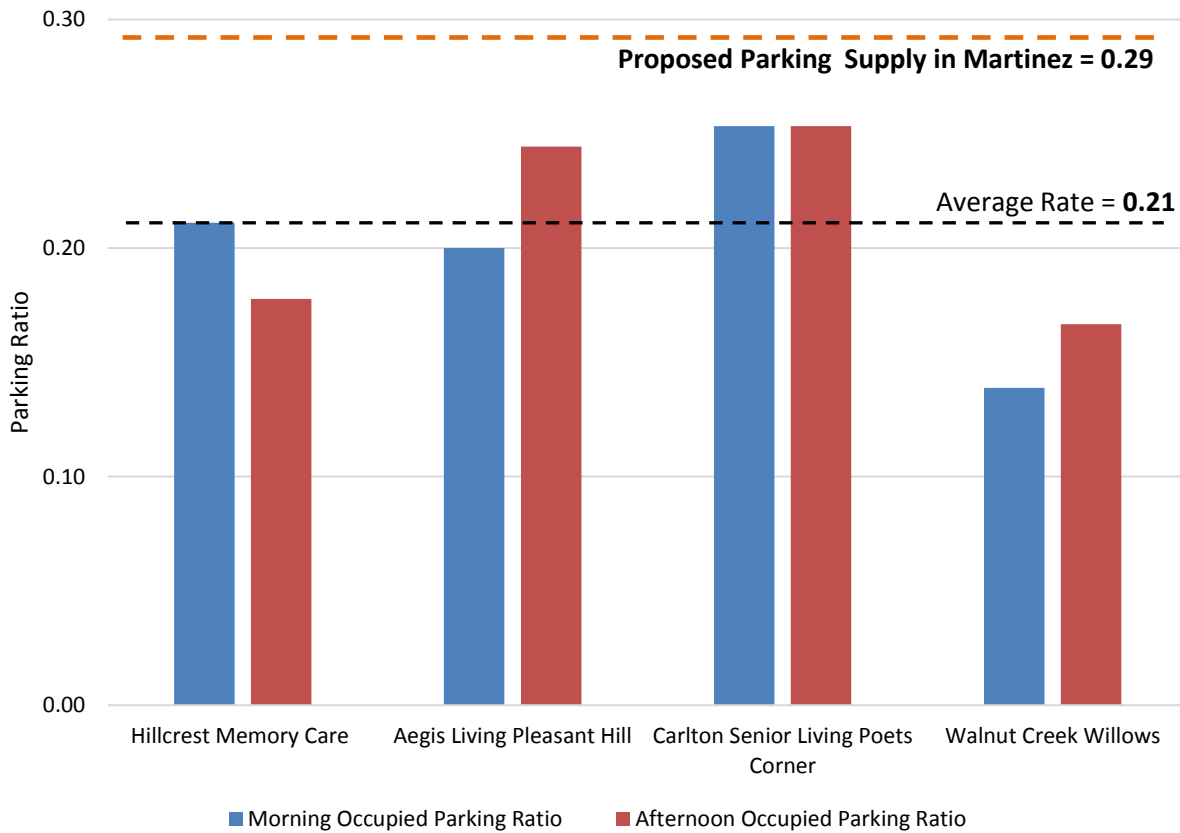
TJKM surveyed the following facilities on July 24, 2020 during morning (10 a.m. to 12 noon) and afternoon (12 noon to 3 p.m.) hours:

**Table 1: List of Surveyed Facilities**

#	Name of the Facility	Address	City	Number of Beds	Total Parking Stalls
1	Hillcrest Memory Care	825 E 18th St	Antioch	90	33
2	Aegis Living Pleasant Hill	1660 Oak Park Blvd	Pleasant Hill	90	29
3	Carlton Senior Living Poets Corner	540 Patterson Blvd	Pleasant Hill	75	28
4	Walnut Creek Willows	2015 Mt Diablo Blvd	Walnut Creek	72	26

**Table 2** summarizes the results of the survey. **Appendix** provides photos of the parking lots surveyed.

**Table 2: Parking Survey Summary**



As shown in Table 3, the ratios in the busiest hours, the average rate for the number of occupied parking spaces is 0.21 and the proposed facility will have 0.29 parking spaces per bed. As a result, TJKM finds the proposed 24 parking spaces adequate.

**Table 3 Parking Survey Observations**

#	Name of the Facility	Number of Beds	Occupied Stalls (Morning)	Parking Ratio	Occupied Stalls (Afternoon)	Parking Ratio
1	Hillcrest Memory Care	90	19	0.21	16	0.18
2	Aegis Living Pleasant Hill	90	18	0.20	22	0.24
3	Carlton Senior Living Poets Corner	75	19	0.25	19	0.25
4	Walnut Creek Willows	72	10	0.14	12	0.17

**Appendix**



Hillcrest Memory Care



Aegis Living Pleasant Hill





Carlton Senior Living Poets Corner



Walnut Creek Willows