

Chapter 15 –Open Space and Infrastructure

This Chapter discusses open space and infrastructure for the Specific Plan area. The intent of this Chapter is to specify the open space and infrastructure facilities proposed to be located in the area and needed to support the land uses. This Chapter is organized as follows:

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15.1 OPEN SPACE

15.1.1 Open Space and Trail Network

The Downtown Specific Plan Area lies in the narrow valley of Alhambra Creek, adjacent to over 400 acres of open space in the Regional Shoreline and Waterfront Park. Cemeteries and the Carquinez Strait Regional Shoreline form a green backdrop to the west. Hills to the west and east provide pleasant views of trees and even olive orchards, reinforcing the sense of Downtown as an urban peninsula reaching into a spectacular natural setting.

Several local and regional trail corridors intersect in Downtown Martinez, making it a natural place for trail users to embark, rest or have a meal along their way. Within the Martinez Regional Shoreline, nearly three miles of trails provide close-up views of the marshland habitat and distant views of the Carquinez Strait.

The longstanding goal of a “creek walk” along Alhambra Creek has been largely realized through the creation of the creekside plaza between Ward and Main Streets and the landscaped creek channel improvements from Marina Vista north to the railroad.

This Plan proposes the incremental continuation of the creek walk as adjacent properties and streetscapes are improved in accordance with the Alhambra Creek Plan, as well as a new creekside park with a children’s play area near Green and Ferry. This location is important because it is the intersection of the Alhambra Creekway and the termination of the Ferry Street retail corridor.

Two regional trail systems intersect at the Nejedly Staging Area in the hills west of Downtown. The **San Francisco Bay Trail**, a 400-mile trail corridor encircling the bay, of which 240 miles have been developed, runs along the southern edge of the Martinez Regional Shoreline and through Downtown. This Bay Trail segment also forms part of the **Juan Batista de Anza Trail**, a proposed 900-mile multi-use trail system from Mexico to San Francisco commemorating the route of explorer Juan Batista de Anza. The **Bay Area Ridge Trail** is a planned 400-mile multiple-use trail connecting parks and preserved open spaces along the ridgelines surrounding San Francisco Bay, of which 230 miles have been completed. A dedicated segment of the Ridge Trail runs to the west of

the study area through the Franklin Hills, crosses the Bay Trail/De Anza Trail at the Nejedly Staging area and continues into Downtown. A planned extension of the Ridge Trail to Solano County would run east from Downtown along Escobar and Marina Vista, coterminous with the Bay Trail.

Figure 15-1 illustrates the trail systems described above.

In addition to regional and local trails, self-guided historical walking tours are recommended to provide residents and visitors with opportunities to experience the unique combination of historical, cultural and natural elements that are part of Downtown Martinez. These trails should be illustrated by maps geared primarily to pedestrians and bicyclists. These “urban trails” could be varied in length and emphasis. For example, trail maps and self-guided or guided tours could be related to architecture, the natural environment, people and places in Martinez history, or various combinations of these topics. A shorter trail could focus on the historic Main Street/Ferry Street/Court Street spines. Longer trails could include the Old Town/Granger’s Wharf neighborhoods as their focus, while extending north to encompass Downtown’s natural elements including the Regional Shoreline, cemeteries, and the Carquinez Scenic Drive.

15.1.2 Open Space Standards

This section discusses park and open space standards in the Specific Plan area.

As noted in the preceding section, Downtown Martinez enjoys easy access to a wealth of nearby open space, both active and passive. All portions of the Specific Plan area are within one-half mile or less of the hundreds of acres of developed parkland and natural open space in the Martinez Regional Shoreline and Waterfront Park. Several neighborhood parks and a community park are also located Downtown.

Existing parks and open space in the vicinity of the study area are shown in Table 15-1 below.

Table 15-1, Downtown Martinez Parks and Open Space

Park Type	Service Area	Parks in Study Area	Park acres
Community	1-2 miles	Martinez Waterfront Park	150 acres
		Rankin Park	41 acres
Neighborhood	1/4 to 1/2 mile	Plaza Ignacio	1 acre
		Susana Park	1 acre
		Highland Avenue Park	0.25 acre
Regional	several communities	Martinez Regional Shoreline	278 acres
			TOTAL 471 acres

An additional 77 acres of parkland is located within the City of Martinez but outside the study area, bringing the citywide total to 548 acres. If the Martinez Regional Shoreline is excluded, the citywide total is 270 acres of parkland.

The City of Martinez standard for park land is 5 acres per 1,000 people. Thus the 548 acres of existing parks citywide, including the Martinez Regional Shoreline, meets the standard for a population of 94,000. Even if the Regional Shoreline is excluded, the 270 remaining acres of parkland meets the standard for a population of 54,000. The actual population of the City of Martinez in 2002 was estimated at 36,707.

The development of the all the opportunity sites would not displace any existing parkland and would accommodate a maximum population increase of approximately 2,500 inhabitants. Development in Downtown Martinez according to this Plan would comply with the City standard for open space.

15.2 INFRASTRUCTURE

The existing water supply, sanitary sewer, fire protection, and storm drainage systems serving the Specific Plan Area are discussed in a working paper prepared by Bellecci & Associates. This working paper is available from the City of Martinez.

Infrastructure capacity assessments prepared for this Plan found that except for minor improvements of the type ordinarily associated with infill development, the existing systems are generally adequate to serve the level of development expected under this Plan.

Specific utilities are discussed in greater detail below.

15.2.1 Water Service

The consultant team worked with the City Engineer and the City's on-call water system consultant to evaluate the ability of the existing water infrastructure to serve the level of development anticipated in this Plan. After reviewing the water system model results, the City Engineer concluded only typical water system improvements associated with infill development would be required (e.g. no extensive water main extensions outside the project boundary would be needed.) The water system modeling process is discussed below in greater detail.

Bellecci & Associates prepared a base map showing the City's water system, parcels identified as likely candidates for development (opportunity sites) and the streets and parcels unaffected in the Specific Plan build out scenario. The consultant team provided a spread sheet (Table C-4) which indicated the type and extent of development in the Specific Plan area anticipated in the most intensive development concept. Gary Dodson, the City's on-call water system consultant, reviewed the material and analyzed the ability of the Downtown Martinez water system to supply 4,000 gpm fire flows. Dodson ran the City's water model with and without the projected development. He chose two critical parcels as test cases and evaluated the ability to provide the expected fire flow requirements that Consolidated Fire would impose. In both cases the model showed that the existing system would provide ample water.

Two locations of interest were the block north of the railroad between Berrellesa and Ferry (Opportunity Site 2), and the block surrounded by Green, Castro, Ward and Estudillo (Opportunity Sites 21 and 22). The first location was chosen because it is isolated from the rest of the system and is fed by only two pipelines with 10-inch and 12-inch diameters. The other location is fed by five 6-inch pipes and one 8-inch pipe. Under Maximum Day Demand conditions, these two locations both maintain a pressure of over 90 psi. When the demand in each area was increased to 4,000 gpm, the residual pressure in each area was maintained at over 70 psi, which is above the minimum residual of 20 psi pressure required during a fire flow event.

For the two specific sites examined, the City Engineer concluded that the only water system improvement that would be needed to support the level of development associated with this Plan would be to loop the water system from Ferry Street north of the rail road tracks through the parcel north of the Intermodal (Opportunity Site 2) to the system existing on Berrellesa. The City Engineer estimated that a 10" PVC water line would be sufficient, but the actual size will need to be determined at the time of development.

Water improvements specific to each of the other opportunity sites were not modeled, since the overall water system capacity had been shown to be adequate and the layout, construction materials and other specifics of development that would affect the necessary water improvements are not known at this time. These issues are ordinarily identified during building permit review.

15.2.2 Wastewater

The Specific Plan area is served by the Central Contra Costa Sanitary District (CCCSD). Wastewater is treated at CCCSD's treatment plant, located northeast of the I-680/SR-4 interchange in unincorporated Martinez, before being discharged to Suisun Bay. The CCCSD estimates that its effluent discharge limit should be sufficient to accommodate wastewater expected to be generated from currently planned growth within the CCCSD's service area for the next 35 years, as well as a worst-case assumption of groundwater infiltration.

Generally, wastewater infrastructure is already in place, and new development within the Specific Plan area would only require new hook-ups to the existing wastewater system. Over the course of time, there may be long-term replacement of sewers. However, these would be related to regular maintenance and would not be related to additional development.

15.2.3 Stormwater Capacity

The Specific Plan area has a developed stormwater system. Additionally, the current storm drains serving the Plan area have been brought up to 10-year storm requirements and the part of Alhambra Creek north of Buckley Street has also been restored to accommodate a 100-year storm.

Many of the parcels identified as opportunity site are currently developed or include impervious surfaces. ~~The marshland buffers required for development in the North Downtown Shoreline District would decrease the amount of impervious surface in the area.~~ (Note: not adopted; reserved for possible future action and/or amendment) Significant amounts of additional stormwater are not likely as a result of implementation of this Plan, as virtually all of the parcels within the Plan Area have high levels of impervious surfacing, as is typical in a developed urban area.

15.2.4 Electricity, Natural Gas and Telecommunications

The Pacific Gas & Electric Company (PG&E) provides electricity and natural gas in the study area. The utility grid that serves most of Downtown was installed before office and retail buildings required the level of energy that they do today. Some tenants (restaurants, bakeries, etc.) could require utility upgrades that exceed the capacity of the existing Downtown utility grid.

PG&E is obligated to upgrade infrastructure and provide services under California Public Utilities Commission Tariff. However, PG&E's method for financing upgrades to its Downtown Martinez system requires owners who undertake significant rehabilitation to pay for their necessary utility upgrades themselves. If the infrastructure has already been upgraded by another property owner, owners of neighboring buildings are only responsible for connecting their buildings to that infrastructure.

Chapter 16, Implementation, discusses assessment districts, one way that the cost of necessary utility grid upgrades could be spread equally among all benefiting property owners or businesses in the area requiring an upgrade.



LEGEND

- Study Area Boundary
- Rail Road
- Property Lines
- Alhambra Creek
- Existing Martinez Regional Shoreline Trails
(Source: East Bay Regional Park District; California Coastal Conservancy)
- Proposed Martinez Regional Shoreline Trails
(Source: East Bay Regional Park District; California Coastal Conservancy)
- Proposed Trail - Alhambra Creek Enhancement Plan
(Source: Alhambra Creek Enhancement Plan, City of Martinez, April 1992)
- Existing/Proposed Bay Area Ridge Trail
(Source: East Bay Regional Park District)
- Planned Bay Trail (Source: East Bay Regional Park District)
- Parks / Open Space
- Proposed Park / Playground
- Pedestrian Priority Streets

Fig.15-1 OPEN SPACE & TRAILS SYSTEM

Downtown Martinez Specific Plan

Martinez, California



0' 200' 400' 600' 800'



City of Martinez, California