

Planning Commission Meeting 5/25/10 Attachment H

**MARTINEZ GENERAL PLAN AMENDMENTS
ALHAMBRA VALLEY ANNEXATION**

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I. LAND USE ELEMENT (1973)

21.7 ALHAMBRA VALLEY USES

Four types of land use designations are established for the Alhambra Valley Annexation, as shown in Figure F 21.7, *Land Use Policy*.

21.71 ESTATE RESIDENTIAL – VERY LOW

This designation allows a maximum of 1 single family unit per gross acre. The primary land use envisioned in this designation is detached single-family homes on lots typically one acre or larger, with the keeping of a limited number of livestock, consistent with a rural or semi-rural lifestyle.

21.72 ESTATE RESIDENTIAL – LOW

This designation allows a range of 1 to 2 single family units per gross acre. The primary land use envisioned in this designation is detached single-family homes on lots typically one-half acre or larger.

21.73 AGRICULTURAL LANDS

This land use designation includes privately owned rural lands, generally in hilly areas that are used for grazing livestock or dry grain farming. The primary purposes of the Agricultural Lands designation is to: a) preserve and protect lands capable of and generally used for the production of food, fiber and plant materials; and b) provide opportunities for rural residential single family homes, at a maximum density of 1 dwelling unit per 5 gross acres.

21.74 OPEN SPACE

This General Plan designation includes publicly owned open space lands and includes, without limitation, areas of significant ecological resources or geologic hazards. The Open Space designation also includes privately owned properties for which future development rights have been deeded to a public or private agency. For example, significant open space areas within planned developments identified as being owned and maintained by a homeowners association fall under this designation. Also included are the steep, unbuildable portions of approved subdivisions which may be deeded to agencies such as the East Bay Regional Park District but which have not been developed as park facilities.

II. SCENIC ROADWAYS ELEMENT (1973)

27.2 SCENIC ROADWAYS

27.26 As shown in Figure F 27.1, *Scenic Roadways and Valley Gateways*, scenic roadways in Alhambra Valley include: Vaca Creek Road from its junction with Alhambra Valley Road through its junction with Stonehurst Drive and a portion of Stonehurst Drive from its junction with Vaca Creek Road westward. The visual quality of these roadways should be preserved with special regard to the scenic unity of the Alhambra Valley.

27.28 Two intersections in Alhambra Valley are designated as Valley Gateways and the existing views from these gateways should be preserved. As shown in Figure F 27.1, *Scenic Roadways and Valley Gateways*, these gateway intersections are Alhambra Valley Road at Reliez Valley Road and Alhambra Valley Road at Vaca Creek Road.

III. PARKS AND RECREATION ELEMENT (1973)

23.2 POLICIES

23.31 Trails in Alhambra Valley. A public trail system which ties into proposed trails should be developed and maintained, as shown in Figure F 23.1, *Public Trails and Historic Sites*. Trails provide a linear corridor that is primarily intended for pedestrian, equestrian and bicycle use.

23.32 Historic structures in Alhambra Valley should be protected. These structures include the Altamarino Adobe, as shown in Figure F 23.1, *Public Trails and Historic Sites*. Any development proposals which are processed adjacent to this facility shall be designed to provide for the enhancement and preservation of this resource.

III. TRANSPORTATION ELEMENT (1992)

Amending CHAPTER 3, BIKEWAYS, Bikeway Plan, Connections to Regional System with addition of the following:

Alhambra Valley Road: This proposed Class III bike path will connect with the Reliez Valley Road bike path westward to Bear Creek Road and Castro Ranch Road, as shown in Figure F 23.1, *Public Trails and Historic Sites*.

Amending CHAPTER 4, PROPOSED STREET PLAN, Street Locations and Cross-Sections with addition of the following:

Alhambra Valley Annexation Area

Alhambra Valley Road Improvements. The road width for the northern leg of Alhambra Valley Road and Reliez Road shall generally be 32 feet in width. Road improvement priority should be given to the continuous segment of Alhambra Valley Road and Alhambra Avenue from the Reliez Valley Road intersection to the Santa Fe Railroad Trestle. In areas which were already developed, it may not be feasible to acquire an 80 foot right-of-way. In these instances, the right-of-way may be as narrow as 60 feet and provide those improvements which are shown in Figure 4-3, Road Improvements, Alhambra Valley Annexation Area.

The improvements include travel lanes and shoulders, trails and drainage facilities. The right-of-way for Alhambra Valley Road (both north and west legs) shall generally be 80 feet in width. Right-of-way shall be preserved and acquired as necessary. There are many heritage quality trees along Alhambra Valley Road. All road improvements shall attempt to preserve these resources.

Reliez Valley Road Improvements. Reliez Valley Road represents the eastern section of the primary travel corridor through the planning area. The right-of-way width for the segment of Reliez Valley Road within Alhambra Valley Annexation shall be approximately 84 feet. Safety and related improvements to these roadways shall be made which preserve the rural-residential character of the corridor. Proposed improvements include construction of drainage; road shoulders; separated trail improvements; turning lanes; repaving/reconstruction of the existing roadbed as necessary; and landscape improvements. Like Alhambra Valley Road, Reliez Valley Road contains many heritage quality trees. All efforts shall be made to preserve them.

In these instances, the right-of-way may be as narrow as 60 feet and provide those improvements which are shown in Figure 4-3, Road Improvements, Alhambra Valley Annexation Area. The improvements include travel lane and shoulders, trails and drainage facilities.

Construction activity associated with development projects shall be regulated as follows:

- Use of Alhambra Valley and Reliez Valley Roads by load-bearing construction trucks shall be minimized;
- Damage to Alhambra Valley and Reliez Valley Roads which is caused by construction activity shall be mitigated; and
- Noise and dust impacts generated by construction activity shall be mitigated.

Access points and driveways onto Alhambra Valley and Reliez Valley Roads shall be minimized.

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**Figure F 23.1 Public Trails and Historic Sites
Alhambra Valley Annexation**

Legend

-  Altamirno Adobe
-  Bicycling, Hiking and Riding Trail
-  Hiking and Riding Trail
-  Annexation Boundary
-  City Limits
-  Sphere of Influence
-  Outside Urban Limit Line

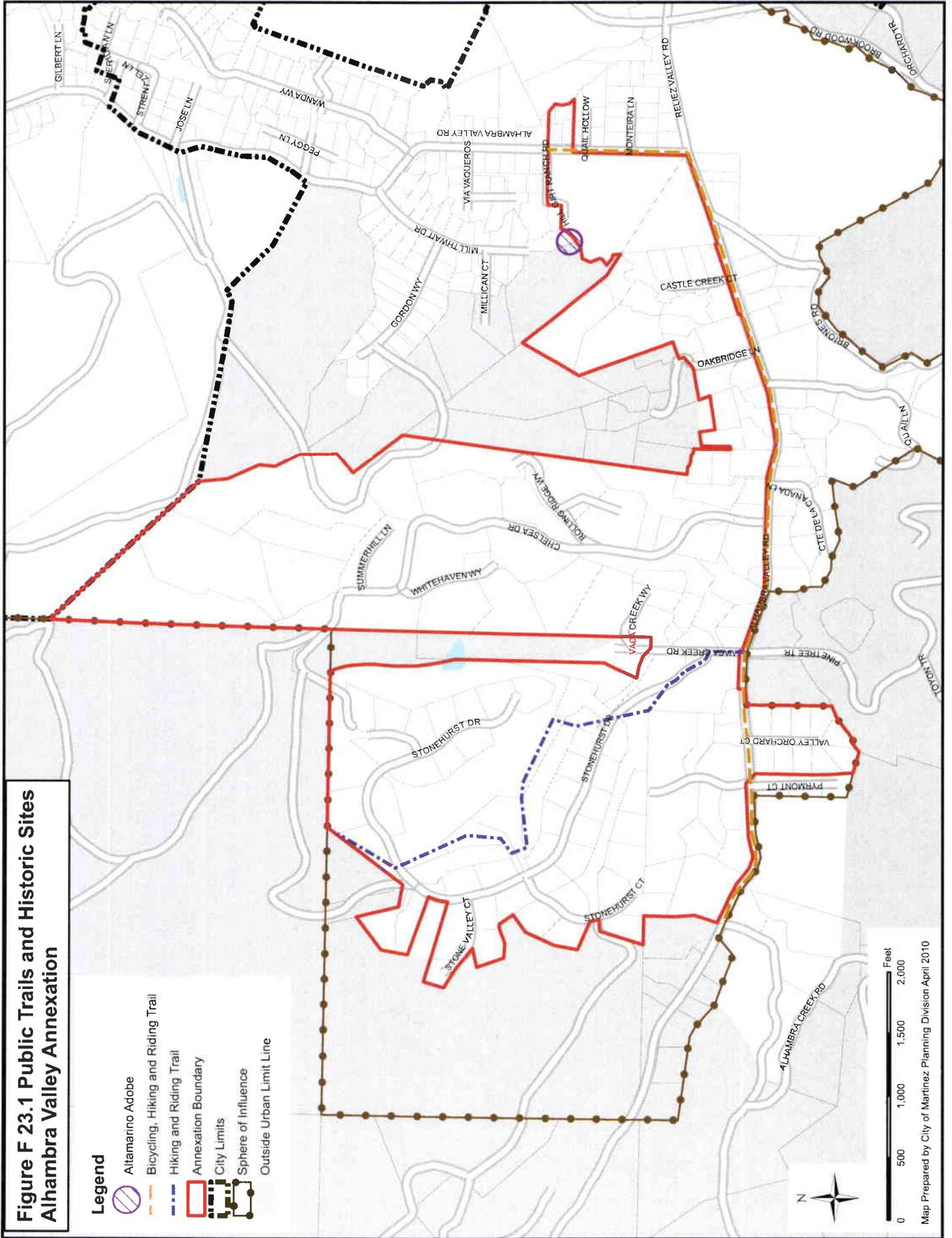


Figure 4-3 Road Improvements
Alhambra Valley Annexation

