

Section V

COMMUNITY DESIGN ELEMENT

GOAL, OBJECTIVES, POLICIES, AND IMPLEMENTATION MEASURES

DESIGN FEATURES OF THE COMMUNITY

COMMERCIAL DEVELOPMENT

RESIDENTIAL DEVELOPMENT

CIRCULATION

SCENIC ROUTES

HISTORIC RESOURCES

TOWN CENTER

COMMUNITY DESIGN ELEMENT

GOALS

To maintain the rural and historical character of Clayton's neighborhoods.

To establish an attractive and vibrant pedestrian-friendly Town Center with a mixture of commercial, civic, recreational, and residential uses.

OVERALL COMMUNITY DESIGN

Objective 1

To protect historical structures and sites of historical significance.

Policies

- 1a Develop criteria for designating sites of historical significance.
- 1b Apply the urban design guidelines of the *Town Center Specific Plan* to new construction, additions, and remodels in the Town Center.
- 1c Ensure renovations of historic buildings and structures retain the building or structure's historic character.
- 1d Pursue measures to promote attention to historic sites and structures.

Objective 2

To maintain landscape and natural vegetation found in Clayton as a means to provide greenery, open space, development buffer and rural atmosphere.

Policies

- 2a Maintain the greenbelt system as an edge to streets and development.
- 2b Identify areas where vegetation should be preserved.
- 2c Require creative landscaping for new developments.
- 2d Use vegetation as screens to development.
- 2e Coordinate street landscape.
- 2f Promote concepts such as landscape districts to provide and maintain vegetation.

Objective 3

Promote use of the greenbelt system to encourage non-motorized travel throughout the city.

Policies

- 3a Provide signs for the greenbelt system to encourage its use.
- 3b Include standards for enhancement and maintenance of the greenbelt/park system in the subdivision ordinance.
- 3c Safeguard direct access to points within the greenbelt system for emergency and police vehicle access.

Objective 4

To facilitate circulation within Clayton without encouraging through traffic.

Policies

- 4a Use the linear form of the Clayton Valley as the basis for directing traffic to either side of the valley floor.
- 4b Minimize congestion by controlling arterial intersections.

Objective 5

To protect and enhance views of the foothills and Mt. Diablo.

Policies

- 5a Protect scenic vistas and view corridors.
- 5b Prevent development of ridge lines.
- 5c Evaluate developments as to their effect on scenic qualities of the Clayton area.

Objective 6

To prevent aspects of urban blight.

Policies

- 6a Continue to require undergrounding of utilities within new subdivisions.
- 6b Control illuminated advertising in the Town Center.
- 6c Promote alternative measures for needed sound attenuation in order to prevent unsightly or endless walls.
- 6d Design parking lots with ample screening and vegetation
- 6e Investigate formation of underground utility districts in the *Marsh Creek Road Specific Plan* area and other areas.

Objective 7

To establish design criteria for different areas of the community.

Policies

- 7a Develop design criteria for commercial development along Kirker Pass Road.
- 7b Develop standards for residential subdivisions promoting design and diversity.
- 7c Coordinate design plans citywide with those of the Town Center.

SCENIC ROUTES

Objective 8

To provide a continuous, varied scenic route system coordinated with Contra Costa County's system and scenic corridors of Concord and Walnut Creek.

Policies

- 8a Select routes for scenic designation that are highly traveled and provide strong visual amenities.
- 8b Coordinate Clayton routes with other scenic routes in the region.

Objective 9

To establish a right-of-way/corridor system that will enhance visual and cultural amenities of the scenic route.

Policies

- 9a Use a boundary of 1000 feet on each side of the centerline of the route as the basis for scenic project review until a view-oriented plan can be prepared.
- 9b Provide map indicating boundaries.

Objective 10

Cooperate with property owners on alternative means to allow development that is compatible with the scenic corridor objectives.

Policies

- 10a Identify criteria for "scenic" review of development.
- 10b Encourage property owner solutions to conflicts between development and view enhancement.

TOWN CENTER

Objective 11

To create a cohesive, attractive, and vibrant pedestrian-friendly ambiance within the Town Center, with as few breaks as possible in the shopping frontage.

Policies

- 11a Promote the land uses necessary to strengthen and enhance the Town Center including specialty retail shops and restaurants.
- 11b Prioritize and stimulate the development of multi-story buildings with ground floor uses which enhance pedestrian activity in the Town Center.
- 11c Integrate open space, courtyards, and paseos into new and re-configured projects.

Objective 12

To integrate design elements into projects which provide focal points for the community.

Policies

- 12a Maintain an inventory of important downtown features, historic sites, structures, etc.
- 12b Use existing historic buildings and structures in the Town Center as the basis for and overall design themes in the Town Center.
- 12c Ensure historic buildings in the Town Center which retain their historic character are incorporated into commercially-viable uses, re-uses, or adaptations.
- 12d Apply the urban design guidelines of the *Town Center Specific Plan* to new construction, additions, and remodels in the Town Center

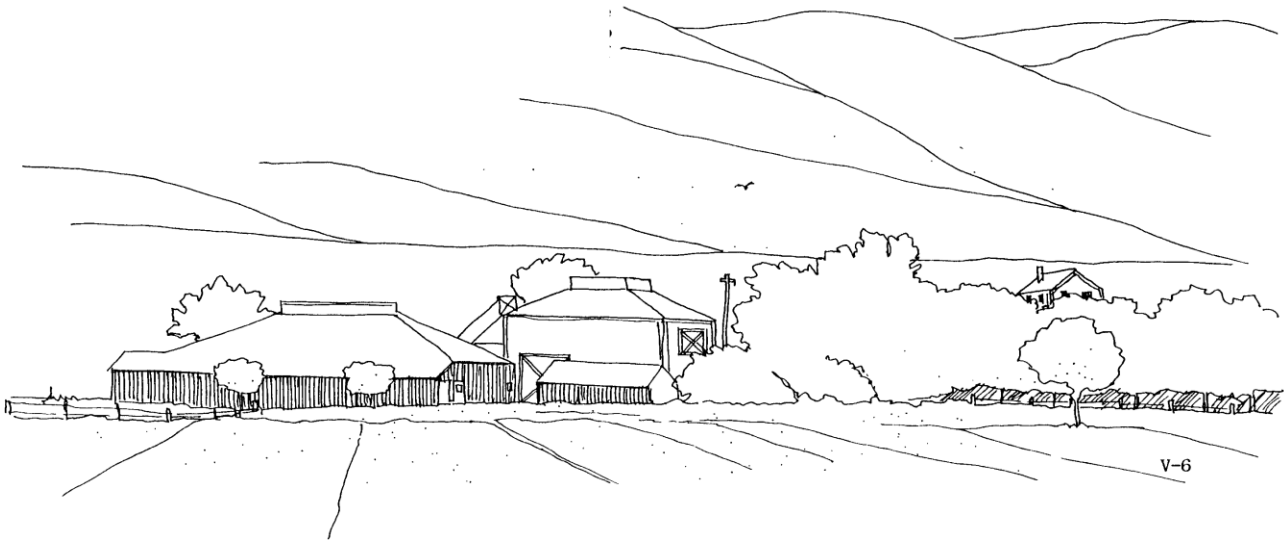
Implementation Measures

1. Develop criteria for designating sites of historical significance.
2. Prepare a scenic route view corridor map, identify specific features to be preserved, and identify appropriate measures for City action.
3. Investigate establishment of underground utility districts in the Marsh Creek Road Specific Plan area and neighborhoods with existing overhead utility lines.

DESIGN FEATURES OF THE COMMUNITY

The residents of Clayton are attracted to the community by the rural atmosphere, trail system, quiet, and open space. Residential development should be quaint, refined, contemporary, and respectful of Clayton's heritage. Commercial development in the Town Center should be designed as a clearly-defined central business district. Features to be preserved include clean air, trees, open space, surrounding hills, rural feeling and natural arroyos. In planning residential neighborhoods, preservation of trees and natural terrain should be emphasized.

As the pressure for development and greater efficiency in the use of land increases, it will be up to site planning and design to fill the gap between increased development and preservation of a rural residential atmosphere.



COMMERCIAL DEVELOPMENT

New commercial development will be located along Kirker Pass Road, in the Town Center, and at other locations as designated for Convenience Commercial the Land Use Element. Commercial designations include retail, restaurant, and office uses. Heavy service commercial uses, such as contractor yards or auto garages, are discouraged. Development of commercial uses is important for Clayton to retain sales tax, to reduce dependence on commercial facilities in Concord, to provide convenience to residents and to allow for diversity of appearance.

[Amended by Resolution 64-98, dated 12/1/98]

Commercial development on Kirker Pass Road has a coordinated design and appearance which distinguishes it from nearby commercial areas in Concord.

RESIDENTIAL DEVELOPMENT

Clayton is a residential community which began as individual homes on large lots. The older, larger lots are responsible for much of the open space and vegetation of the community. Many design features that capture the character of Clayton can be found in these sites. This includes large trees and shrubs, unique residential design, open space vistas, stock fences, barns, long entryways to set back units and houses. Retention of large estates should be encouraged, but if they are to be redeveloped, then development should be done in such a way as to preserve trees, provide adequate screening from roads, and prevent the loss of atmosphere.

New development has occurred in subdivision tracts. Many tracts are similar in character and it is important to seek sufficient diversity to allow distinction between different parts of the community. New development standards should include retaining existing contours to the extent possible and preserving existing trees. New landscape should provide a combination of screen and cluster. Alternative forms of sound attenuation should be developed to prevent endless unbroken walls.



BELIEVED JOEL CLAYTON'S SECOND HOUSE

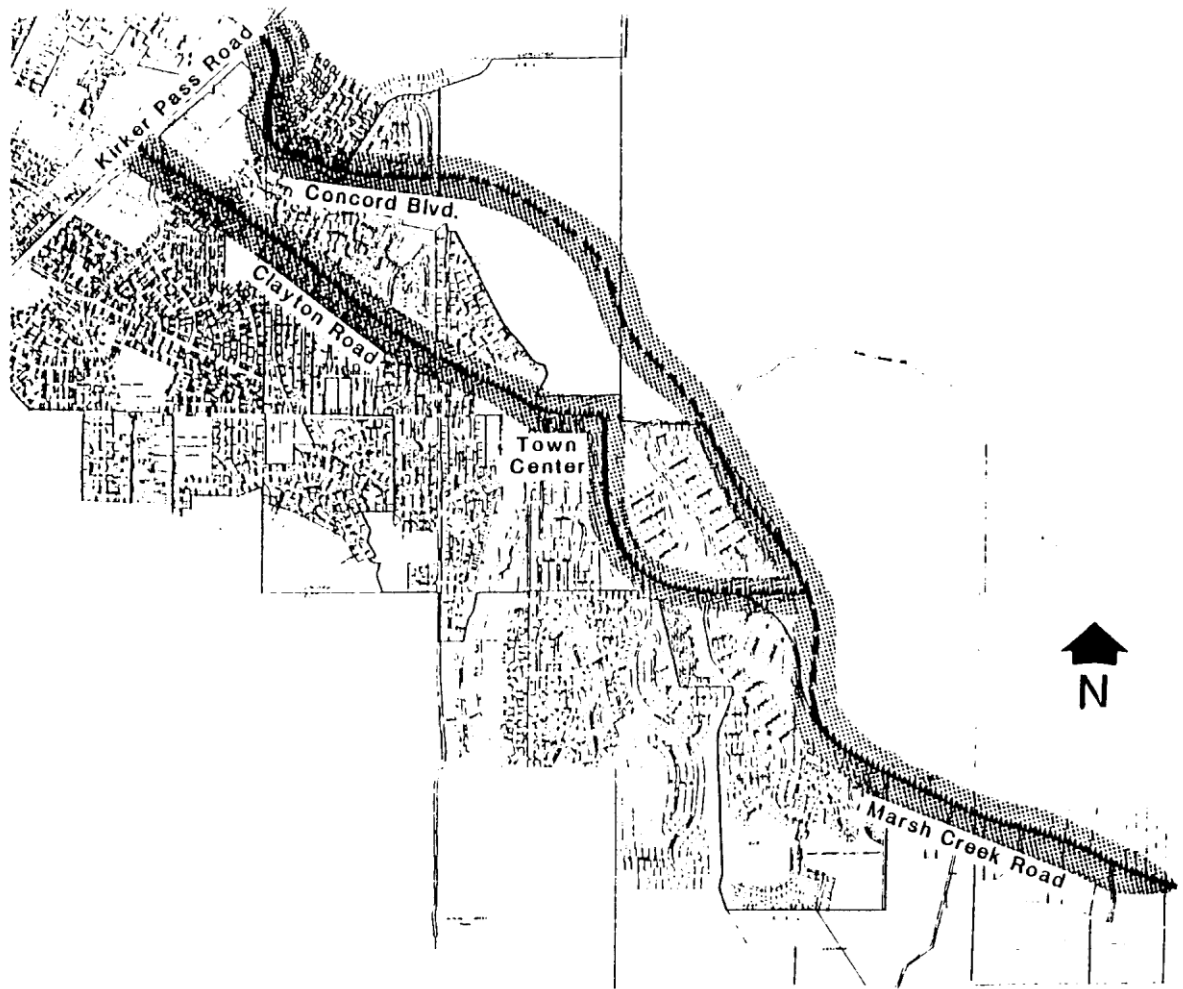
CIRCULATION

The street system in Clayton includes three standards: City, County, and Rural. New streets built at the City standard include a full section with street, curb, gutter and monolithic sidewalk. Streets built to the County standard include street, curb, and gutter. Streets built to Rural standards may not have curbs, road side ditches, meandering pathways and parking bays. Older areas of town were built in the County with rural roads. These routes are extremely narrow, are poorly paved, and irregular in development. However, they maintain a sense of character due to the vegetation, the diversity of appearance, and limited setback.



In the development of new streets, alternative non-monolithic sidewalk concepts are desirable particularly in greenbelt area. In hillside areas where adequate right-of-way exists, the grade separation of streets and use of one-way streets can also provide a high degree of visual interest while reducing grading on the hillside. A split street concept is illustrated above.

(Amended by Resolution 43-95, dated 6/28/95)



SCENIC ROUTES

The scenic routes and corridors are those thoroughfares through Clayton indicated in Exhibit V-1. These routes have been selected due to the incidental and panoramic view of Mt. Diablo, the foothills surrounding Mt. Diablo and the border vegetation along the route.

Clayton Road – This route extends from Kirker Pass Road around to the Town Center to connect with Marsh Creek Road southeast of the Town Center.

Marsh Creek Road – This route extends from the eastern limits of the planning area through the Town Center and connects with Clayton Road.

Oakhurst Drive / Concord Boulevard – This route extends from Kirker Pass Road and connects with Clayton Road.

The scenic corridor concept is illustrated in Exhibit V-2. (Amended by Resolution 43-95, dated 6/28/95)

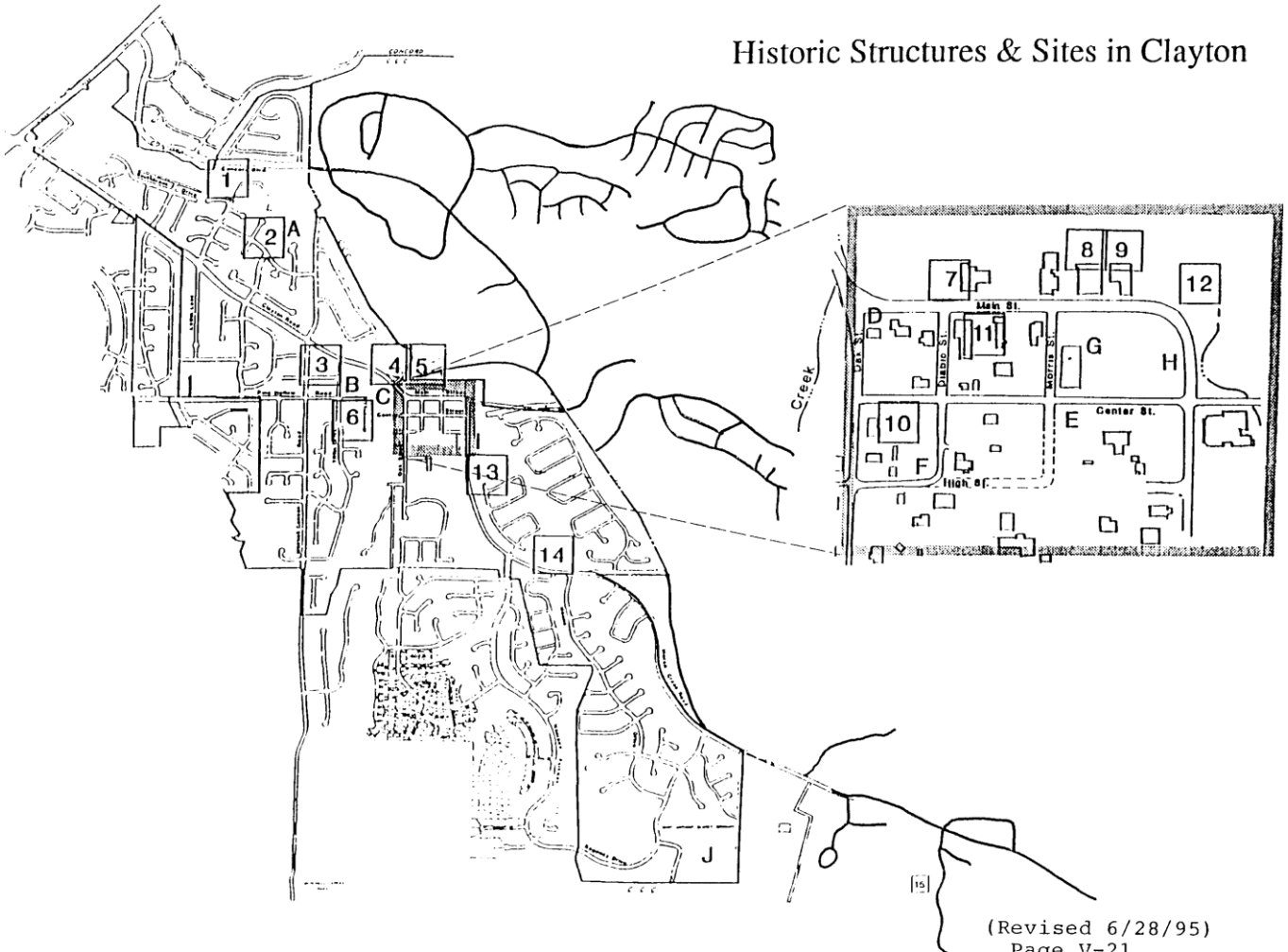
EXHIBIT V-2
SCENIC
THOROUGHFARES

HISTORIC RESOURCES

[Note: This figure has been relocated to this page.]

Exhibit V-3

Historic Structures & Sites in Clayton



(Revised 6/28/95)
Page V-11
[Amended by Resolution 43-95, dated 6/28/95]

Historic structures and sites are indicated in Exhibit V-3. The structures provide a link to the past and promote a diversity of appearance.

[Note: The following text has been re-located to this page.]

Historical Buildings

1. Hurd Home (Yolanda Ranch Site)
2. Jeffry Homestead
3. Douglas Home (Clayton Road)
4. DeMartini Winery
5. Keller Ranch House
 - a. Foundation ruins of Joel Clayton's Dairy Cellar
 - b. Mounds of temescal;
 - c. Site of the two graves of Joel Clayton's children;
 - e. Indian temescal within creek.
6. Will Frank Home
7. Former Pioneer Inn (former stagecoach stop)
8. Clayton- Pape House
9. Former La Cocotte Restaurant
10. Endeavor Hall
11. Clayton Club
12. Clayton Town Center Street Lamps
13. Site of Stranahan Winery
14. Barron's Winery
15. Llewellyn House

Historical Sites

- Heritage Oak Trees on Four Oaks Lane
- A. Trees on Jeffry property
 - B. Site of Mt. Diablo Elementary School
 - C. Bully Ingram's Cave Site (Oak and Main)
 - D. 6000 Main Street; site of Blacksmith Shop and first City Hall
Site of Congregational Church (Diablo and Center)
Dutch Trette House (Diablo and Center) old blacksmith
 - G. Keller and Doug Mitchell Home (site of Village Market)
 - H. Former Eucalyptus Grove
 - I. Stranahan Farmhouse (Diablo Horse Center)
 - J. Former Seminary

[Amended by Resolution 43-95, dated 6/28/95]



TOWN CENTER

The *Town Center Specific Plan* establishes goals and policies for the development of the Town Center as the core for the community's commercial and civic activities. In addition, the *Specific Plan* envisions a mixture of recreational and residential uses in the Town Center. A planning boundary for the Town Center is delineated in the *Specific Plan* and takes into account the natural features of the creeks and hillsides, and includes the historic DeMartini Winery and Keller Ranch House.

Land Use Issues

The *Specific Plan* includes a Land Use Plan with commercial, residential, and public facility land use designations for the Town Center, as well as a listing of the uses allowed in each land use category. Design guidelines for site plans, project architecture, landscaping, parking lots, and signage are also provided in the *Specific Plan*.

Circulation Issues

Circulation issues which affect the design and character of the Town Center area include the Circulation Element's designation of Clayton Road and Marsh Creek Road as arterials for through traffic, as well as the plank-wood sidewalks, parking locations, and trail connections. Goals and policies addressing pedestrian and parking issues are provided in the *Specific Plan*.

With the construction of several road and circulation improvements (e.g., the Clayton Road bypass north of Main Street, Center Street widening and sidewalks) in the Town Center area, most of the circulation infrastructure needed for future development has been completed. The need for additional parking facilities in strategic locations will need to be periodically reviewed.

Design attention must be given to Clayton Road and Marsh Creek Road to maintain vistas and provide gateways to the Town Center. Directional signs can strengthen the Town Center's image.

The trail and greenbelt linkages to the Town Center must be maintained and expanded. Trail standards and design should minimize conflicts between trail users, including pedestrians, equestrians, and bicyclists. As envisioned in the Trails Plan, trails will be provided along both Mt. Diablo and Mitchell Creeks to provide access to the Town Center. In addition, additional hitching posts can be installed on the edge of the Town Center to encourage equestrians.