
**MARSH
CREEK
ROAD
SPECIFIC
PLAN**



**Prepared for the
City of Clayton**

**Adopted
June 28, 1995**

**Amended
April 2005**

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**Marsh Creek Road Specific Plan
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Chapter I INTRODUCTION



A. Background and Purpose

The Marsh Creek Road Specific Plan area consists of roughly 475 acres to the south and east of the City of Clayton in central Contra Costa County. Most of the area is undeveloped, is located at the edge of existing urban development in Clayton and the County, and lies north of the border of Mount Diablo State Park. This area is the subject of several residential development proposals, but it is also viewed as an important natural and visual resource by the City of Clayton and local residents.

The overall goal of the *Marsh Creek Road Specific Plan* is to recognize the unique rural character of the study area, to designate appropriate areas in the study area for residential development, and to guide and regulate development in a manner which both protects and enhances the area's natural amenities and features and affords recreational opportunities and public access. The Specific Plan, once adopted, will be used by the City to guide and regulate development and conservation activities in the study area.

B. Statutory Authority

Under California Law (Government Code Section 65450 et seq.), cities and counties may use specific plans to develop policies, programs, and regulations to implement the jurisdiction's adopted General Plan. The specific plan frequently serves as a bridge between the General Plan and individual development master plans.

This Specific Plan has been prepared in a manner consistent with the requirements of State Planning and Zoning Law, Article 8. *Specific Plans*. As prescribed by law, the plan includes text and diagrams which specify the following:

- 1) *The distribution, location and extent of the land uses, including open space, within the area covered by the plan.*

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- 2) *The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.*
 - 3) *Standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable.*
 - 4) *A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the plan.*
 - 5) *A statement of the relationship of the Specific Plan to the General Plan.*

C. Specific Plan Contents

This Specific Plan details land use and circulation policies, standards, and regulations, capital improvement requirements, and design guidelines to guide development and conservation in the plan area.

1. Chapters

The Specific Plan includes the following chapters:

- Chapter I is this introduction.
 - Chapter II contains a description of the planning area.
 - Chapter III lists the plan's goals and objectives for the planning area, which contain the basic policy direction for the Specific Plan.
 - Chapter IV is a summary of all the Plan policies.
 - Chapter V is the Land Use and Conservation Element, which includes land use policies and designations for the study area.
 - Chapter VI, the Resources Element, identifies programs to be included in the Specific Plan to preserve open space and agriculture, enhance wildlife corridors and creeks, and provide trails.
 - Chapter VII contains the Design and Development Standards for the planning area, which are guidelines for residential and commercial development within the study area.
 - Chapter VIII is the Plan's Circulation Element, which includes maps of major roadways to serve development in the study area, and sets standards and policies for roadways and pathways.
-

- Chapter IX contains the Infrastructure Element, which outlines ways to provide water, sewer service and storm drainage within development areas.
- Chapter X is the Implementation Element, which outlines potential approaches to phasing and financing of plan improvements, based on existing conditions and on the City's desire to require that improvements be funded by the developments that benefit from them.

2. Policy Interpretation

Each plan policy generally contains the word "shall" or "should", which indicates whether the policy is mandatory or advisory. Policies that contain the word "shall" must be followed by the City and by all land owners and developers in the study area. Policies that contain the word "should" are advisory. Land owners and developers are strongly encouraged to follow these policies, but they may deviate from these policies if extenuating circumstances prohibit following them and such circumstances are presented to and accepted by the City.

The required environmental impact documentation allowing adoption of this plan is contained in a separate document, the *Marsh Creek Road Specific Plan and General Plan Amendment Environmental Impact Report*. The EIR includes recommended mitigation measures for the General Plan Amendment and the Specific Plan, as well as an analysis of plan alternatives. It also assesses the environmental impacts of three residential development projects that have been proposed by land owners in the study area for development under the plan. These three projects will be reviewed and acted on separately by the City after the Specific Plan is adopted.

D. Planning Process

1. Steps in the Process

The City of Clayton Planning Commission has overseen the planning process for the Marsh Creek Road Study Area, which began in January, 1991. As the first steps in the planning process, the land use and environmental conditions present in the study area were documented in the *Baseline Data Reports Number 1, 2 and 3*.

Opportunities and constraints to development, conservation and public access were identified. These findings were presented to the Planning Commission and the public at public meetings in March and April, 1991.

As a next step in plan development, the Planning Commission then set goals and policies for development and conservation in the study area. A revised and amplified version of these goals is included in Chapter III of this Specific Plan. These goals and

objectives provided the framework for formulation of four land use alternatives, which included land use, design, circulation and natural resource enhancement recommendations. The Planning Commission reviewed these alternatives and recommended that one be further developed as the Specific Plan.

Once the preferred alternative was selected, the Implementation Packet for the Specific Plan was prepared, which included preliminary design guidelines and specifics for infrastructure improvements in the study area. This document was reviewed by the Planning Commission and the public in July, 1992, and served as the basis for design guidelines and infrastructure discussion in this Specific Plan.

A Draft Specific Plan was reviewed in public meetings by the Planning Commission and City Council in Summer 1993. The *Marsh Creek Road Specific Plan Environmental Impact Report* was also reviewed in public meetings before these decision-making bodies. In response to comments on the Draft Plan and EIR, a Revised Draft Specific Plan was prepared with revisions to the Draft Plan. After subsequent hearings and review, the Final Specific Plan was prepared by winter 1994.

During spring and summer 1994, the Final Specific Plan was again extensively revised. Concerns were expressed regarding development potential and standards. In October 1994, the Clayton City Council ordered the preparation of a specific plan for a reduced planning area in response to these concerns. This document fulfills that directive.

Once the Specific Plan is adopted, appropriate amendments and revisions to the City Sphere of Influence and zoning ordinances will be made. These changes are described in Chapter X of this Specific Plan.

2. Public Participation

As part of the planning process, the City of Clayton Planning Commission and City Council had held a total of 42 public meetings during the Specific Plan preparation process, each of which was attended by 20 to 50 land owners, agency representatives and members of the public. The public was generally notified of each meeting through notices that were mailed to all property owners in the area and to other interested people and organizations. A list of meetings held is included in Appendix A.

E. Relationship to the Clayton General Plan

The Specific Plan is both a policy and regulatory document which implements the General Plan goals and policies as they relate to the Specific Plan area. California

law requires that a Specific Plan be consistent with a jurisdiction's General Plan, and that findings regarding consistency be included in the Specific Plan itself.

The policies and objectives of the Specific Plan are consistent with the broad goals of the *Clayton 2000 General Plan*, which were described in detail in *Baseline Data Report Number 1*, and which are also reviewed in the EIR on the Specific Plan and General Plan Amendment. In general, the policies of the City's General Plan call for controlled residential growth in the City, with careful concern for the preservation of natural resources and amenities. Commercial development is to be concentrated in the town center, with only limited commercial uses outside it. These policies are continued in this Specific Plan.

The General Plan states that the City should review its Sphere of Influence every five years. Upon review, the City may elect to extend its urban development boundaries. In the case of the Marsh Creek Road Specific Plan, amendments to the City's General Plan are necessary to allow development in the Specific Plan area under the City's jurisdiction. A General Plan Amendment has been prepared concurrently with this Specific Plan under separate cover.

The General Plan does not include land use density designations that are as fine-grained as those in this Specific Plan. However, all "urban" residential densities of development specified in this Specific Plan fall in the range of 1.11 to 3.0 units per acre, which is consistent with the "Low Density" residential designation contained in the General Plan.

Chapter II STUDY AREA DESCRIPTION



This chapter describes the Marsh Creek Road Specific Plan study area, which is the subject of this plan.

A. Study Area Location and Setting

As shown in Figure 1, the study area is located just east of the City of Clayton along Marsh Creek Road in central Contra Costa County. Clayton lies to the southeast of Concord on Clayton Road. The study area is approximately two miles from downtown Clayton, seven miles from downtown Concord, and 45 miles from San Francisco. The study area is just north of the northern flanks of Mount Diablo and the border of Mount Diablo State Park.

The study area represents the eastern-most edge of the urbanizing portions of central Contra Costa County. Beyond the eastern border of the study area, Marsh Creek Road continues as a rural roadway through large agricultural and open space parcels, and there is little development for about 20 miles to the east, where the communities of Byron, Discovery Bay and Brentwood are located.

As shown in Figure 2, a small portion of the study area is within Clayton's city limits, a somewhat larger portion is within the City's Sphere of Influence, and all of it is within the City's General Plan-designated Planning Area.

As shown in Figure 3, the study area contains roughly 475 acres along Marsh Creek Road, and is generally bounded by the City limits on the west, the crest of a row of hills south of Mt. Diablo Creek and north of Mt. Diablo State Park on the south, Keller Ridge on the north, and the end of rural development and the start of open range land on the east.

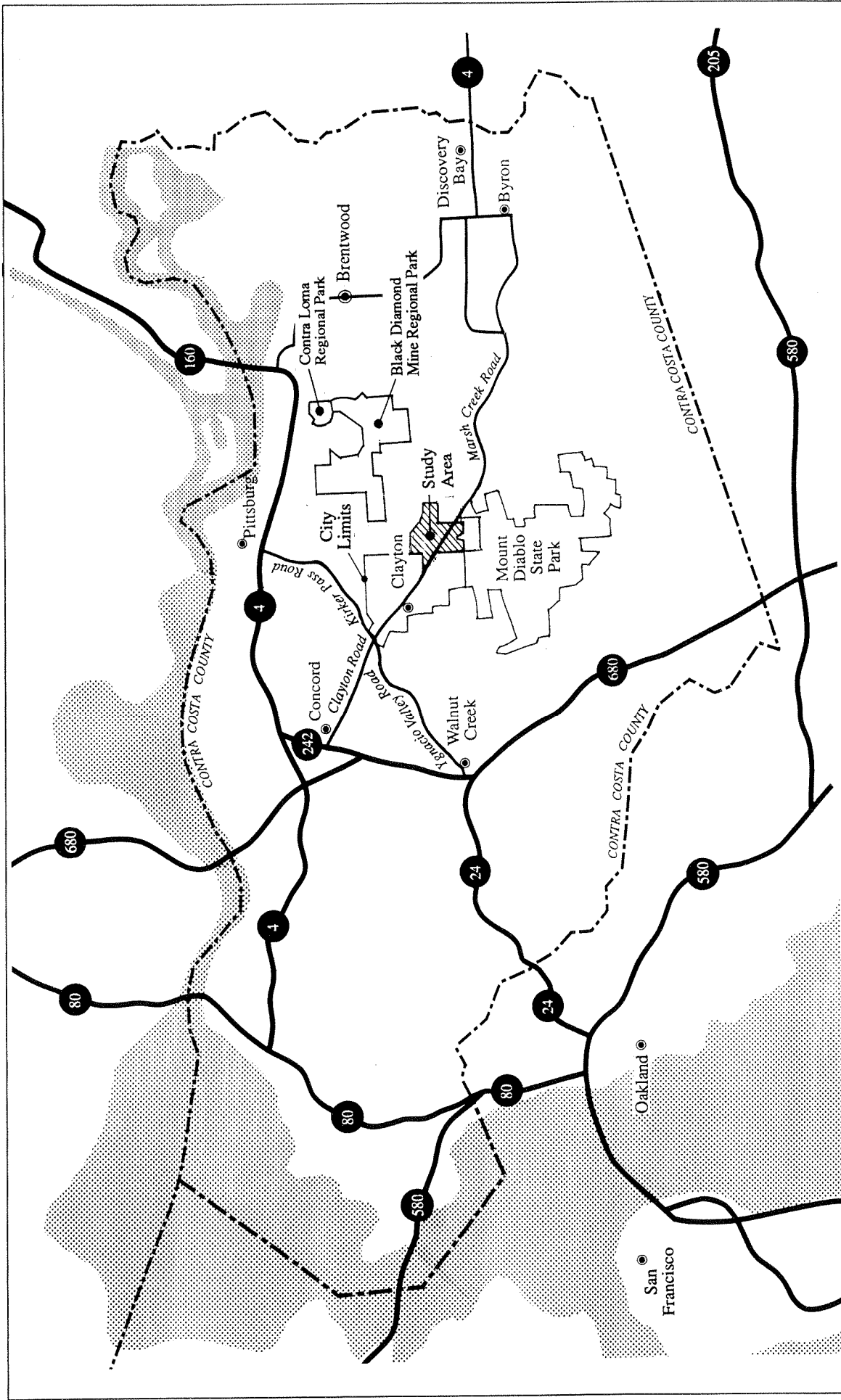


FIGURE 1

Regional Setting



MARSH CREEK ROAD SPECIFIC PLAN

CITY OF CLAYTON CALIFORNIA

BRADY AND ASSOCIATES, INC. PLANNING AND LANDSCAPE ARCHITECTS

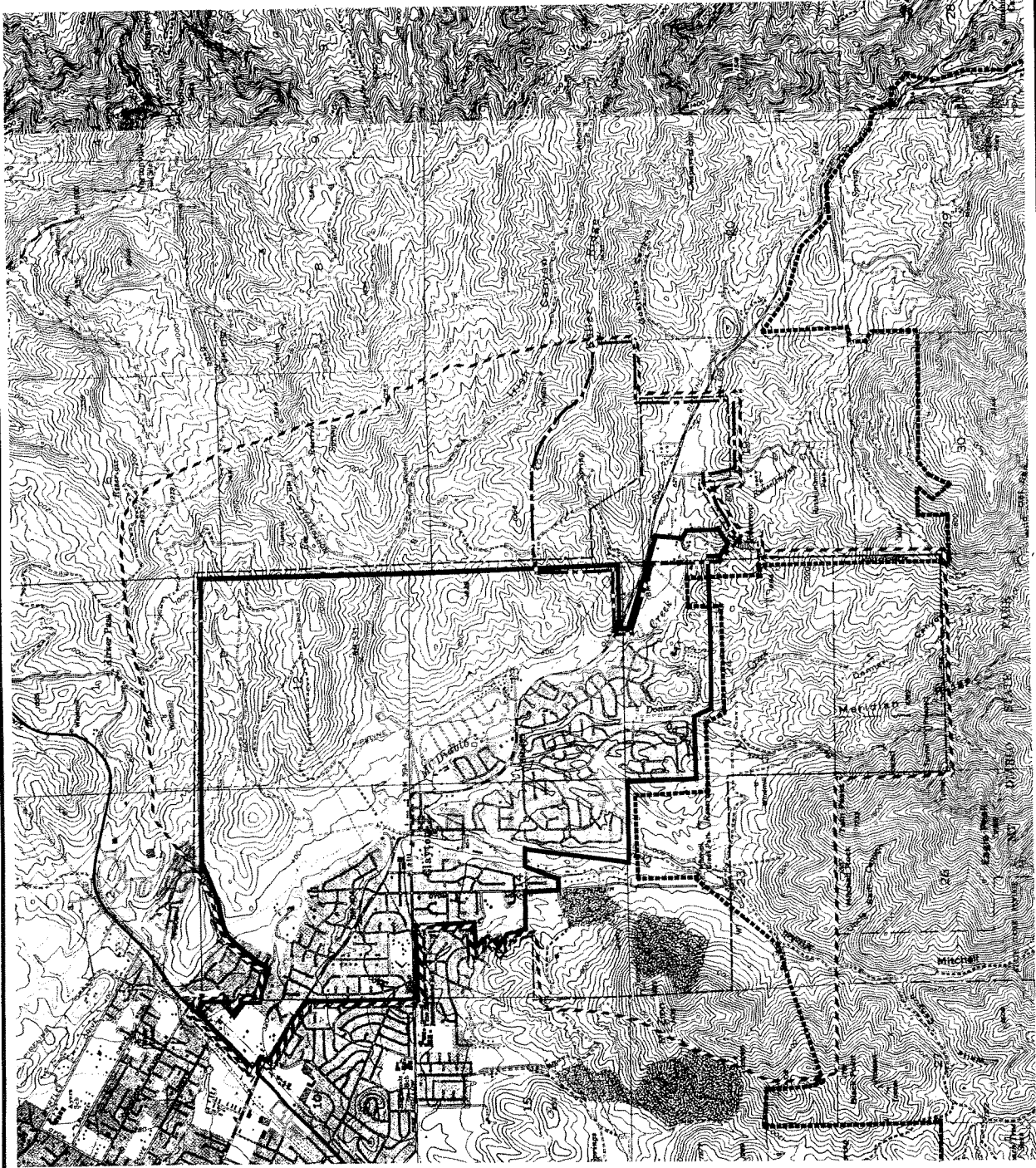


FIGURE 2

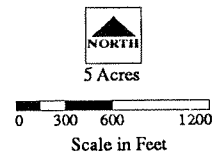
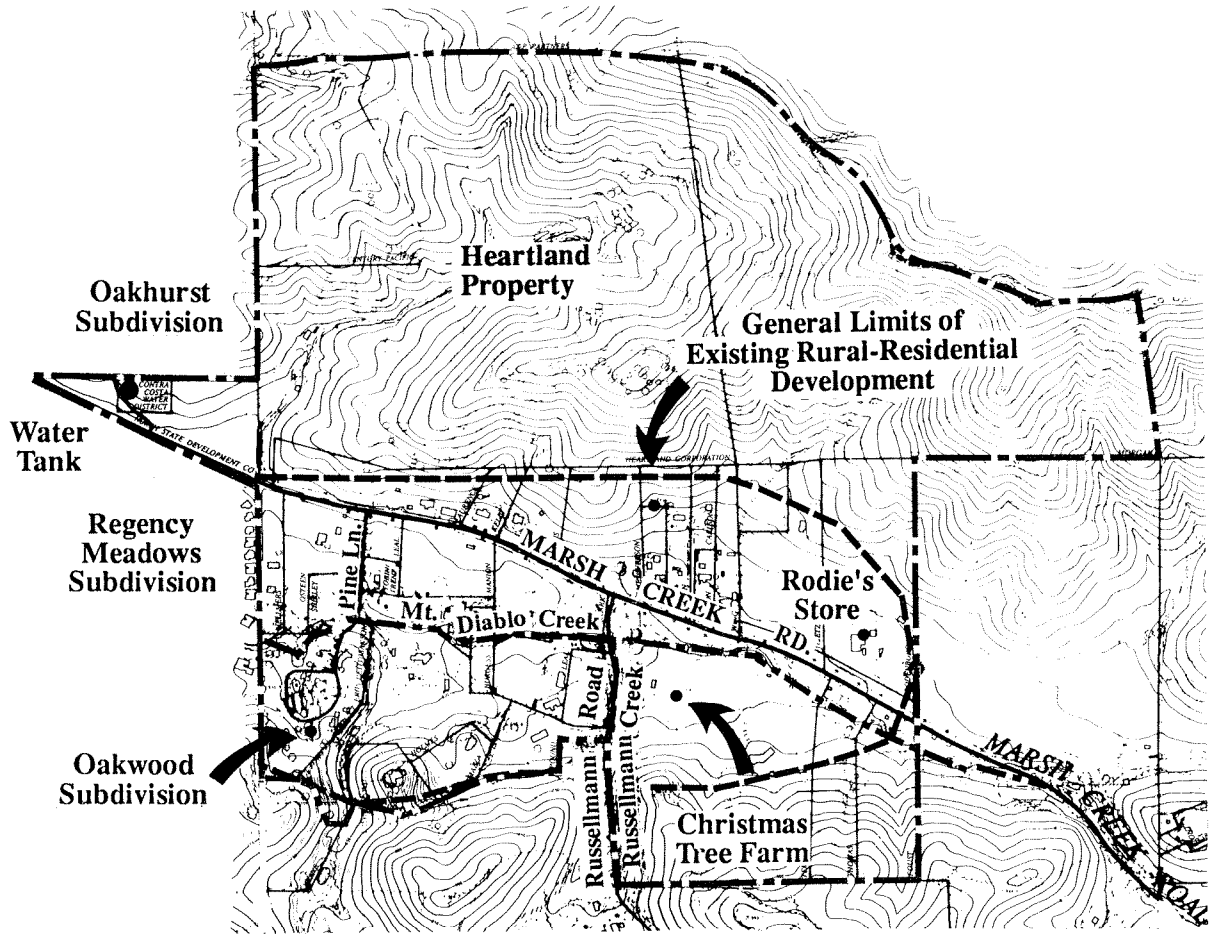
**Clayton City Limits,
Sphere of Influence
and Planning Area**

- City Limits
- - - Sphere of Influence
- - - Planning Area
- - - Specific Plan Area
- State Park Boundary



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CLAYTON
CALIFORNIA

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FIGURE 3

Study Area Features

B. Study Area Characteristics

The study area generally comprises a contained valley that makes up the upper watershed of Mount Diablo Creek. Most of the area is comprised of small ranches, with grazing land and open space on relatively steep slopes. Generally speaking, slopes to the north of Marsh Creek Road tend to be covered in annual grasses with some dispersed oaks, while the north-facing slopes south of Marsh Creek Road display a much denser covering of scrub and native vegetation in some areas. These vegetative communities provide habitat for a variety of plants and animals. The valley floor of Mount Diablo Creek, which accommodates Marsh Creek Road, is somewhat flatter, and this area holds some existing rural residential development. There are also several other flatter valleys, including a bowl on the Heartland property.

The Oakwood single-family subdivision is currently under construction at the western edge of the study area, and several landowners in the study area have also expressed interest in further development.

1. Access and Circulation

The major circulation spine in the area is Marsh Creek Road, which extends from Clayton through the study area to Byron in eastern Contra Costa County. Marsh Creek Road is designated by the City and County as a scenic highway, and serves as a secondary transportation route for trips originating in Byron, Brentwood and Discovery Bay, and it could be placed under additional demands if development in eastern Contra Costa County continues or accelerates. Increased traffic flows from eastern Contra Costa County through Clayton and the study area are of concern to the City of Clayton.

The only other roadways in the study area are local and rural roads serving individual parcels, including Pine Lane, which extends to the Oakwood Subdivision, and Russellmann Road, which serves the Easton Christmas tree farm and the Concord Mount Diablo Trail Ride Association south of the Specific Plan area.

Most circulation to and from the area is oriented toward urbanized areas such as Clayton and Concord to the west. Marsh Creek Road carries traffic from both the study area and points further east to central Clayton and the intersection with Clayton Road. Clayton Road runs from Clayton to Concord. Ygnacio Valley Road connects Clayton and eastern Concord with Walnut Creek, while Kirker Pass Road runs from the Clayton/Concord boundary to Pittsburg and Highway 4. Freeways do not exist in close proximity to the study area, but Interstate 680 does provide access between Concord, Walnut Creek and San Jose, while Highway 24 runs from Walnut Creek to Oakland and the central San Francisco Bay Area.

2. Land Use

Land uses in the study area are predominantly rural in nature, with a mixture of agricultural and rural-residential land uses, and with a greater density of development and intensity of use along Marsh Creek Road. Development and land use intensity is also greatest in the western portion of the study area, near the incorporated area of the City of Clayton, and land use becomes less intensive as one moves east along Marsh Creek Road.

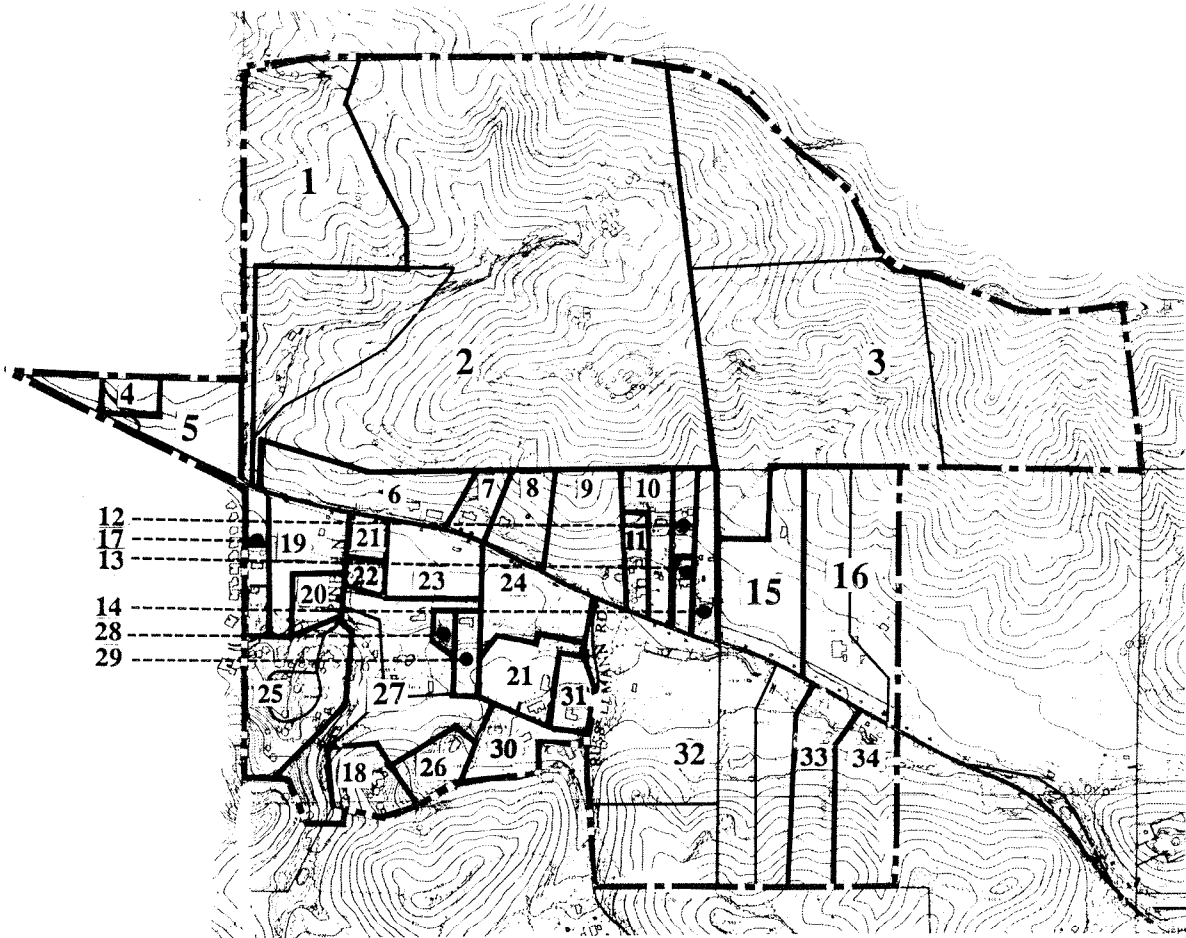
The portion of the study area within the City's Sphere of Influence is generally developed with rural-residential single-family houses on lots sized from two to ten acres. Many of the residences in this area have horse pastures and barns on their sites, and the area is generally served by roads without curbs and gutters and rural types of municipal services. This portion of the area also includes the Oakwood subdivision, which is a 16 unit subdivision on roughly 11½ acres, with an average lot size of about 31,000 square feet.

Most of the remainder of the area, which is currently outside the City's Sphere of Influence, is used for grazing and as undeveloped open space. There are also several single-family homes in this area. Other minor uses in the study area include the Rodie's store, located on Marsh Creek Road, and one Contra Costa Water District water tank.

3. Parcelization and Ownership

Parcelization of the Marsh Creek Road area is shown in Figure 4 and Table 1. There are a total of 45 parcels, ranging in size from under one to over 100 acres. This total does not include the Oakwood Subdivision, which is shown as parcel 25 in Figure 4 and adds 15 parcels (for a total of 16 lots) to the study area.

Generally speaking, the smaller parcels are on flat lands along Mt. Diablo Creek and Marsh Creek Road, while larger parcels are on steeper terrain farther from the creek and road. The Morgan parcel is split by the study area boundaries, so that one portion is inside the study area, while another portion is outside it.



Legend

—— Ownership Boundary

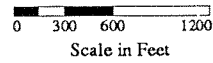
—— Parcel Boundary

- - - Specific Plan Boundary

Numbers on this figure are keyed to Table 1, indicating property ownership.



5 Acres



Scale in Feet

**MARSH
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FIGURE 4

**Study Area Parcelization
and Land Ownership**

Table 1
LAND OWNERSHIP IN THE STUDY AREA

Number on Figure 4	Owner	Ownership Area (Acres)
1	Moita	25.0
2	Heartland Corporation	138.7
3	Morgan	93.4
4	Contra Costa Water District	1.6
5	North State Development Company	8.2
6	Laurence	8.1
7	Kelly	2.2
8	Soares	4.6
9	James/Iverson	8.4
10	Torson	4.2
11	P. Clark	2.0
12	Carlson	2.2
13	Nielson	1.4
14	Wing	3.6
15	Lietz	12.5
16	Rodenburg	18.5
17	Hellmers	3.1
18	Bergum	4.6
19	Ostcen	6.2
20	Shirley	2.3
21	Leal	6.5
22	Tobin/Trent	1.2
23	Manion	5.9
24	M. Clark	5.9
25	Friis - Petit/Isakson	11.6
26	Mazza	4.5
27	Holmes	15.7
28	Sanders	0.9
29	Burgess	2.9
30	Pound	4.4
31	Cooper	3.0
32	Temps	42.8
33	Thomas	8.0
34	Foust	10.3

Total

Approximately 475 Acres

Source: Brady and Associates, Inc. and Contra Costa Assessor.

A total of 34 families and corporations own or control land in the area. Several different individuals own land within several of the families, and banks and investment corporations hold title to some land that is generally controlled by families or developers.

4. Proposed Projects in the Study Area

In addition to the Oakwood subdivision already under construction, several land owners have expressed an interest in developing residential projects in the study area:

- The Heartland California Clayton Limited Partnership is pursuing a 91-unit single-family development on roughly 139 acres in the northwest corner of the study area. The Marsh Creek Road Specific Plan is being funded through the City of Clayton primarily with funds from Heartland.
- Mr. Richard (Mike) Temps has proposed a 41-unit single-family residential project on his 43-acre property along Marsh Creek Road.
- Mr. James Moita has proposed an 11-unit single-family residential subdivision on roughly 25 acres adjacent to the Heartland property.

The development proposals for these three projects are assessed with this Specific Plan in a single Environmental Impact Report.

Osteen, Rodenburg, Morgan, Cooper and the North State Development Company have also shown an interest in developing on their parcels. However, these owners have not presented any definite development proposals to the City at this time.

C. Jurisdictions

Approximately ten percent of the study area is within the Clayton City limits, but the entire study area is within the City's General Plan-designated "Planning Area." Legally, 90 percent of the study area is currently under the jurisdiction of Contra Costa County, which sets land use and development policy in the area.

The City of Clayton has prepared this plan to set policy direction for the area. The City intends that development occurring within the Specific Plan boundaries would occur under the jurisdiction of the City. More information on these issues is contained in Chapter X of this Specific Plan.

Chapter III
PLAN GOALS AND OBJECTIVES



The following list of planning goals and policies for the Marsh Creek Road Specific Plan provides a framework for the specific land use, circulation, conservation, capital improvement and implementation policies presented in this plan. The list is based primarily on the findings of the Baseline Data Analysis, and on public and City Council and Planning Commission review of these findings.

The Plan's overall approach to development in the study area is three-pronged, as described below:

- First, the Plan seeks to avoid impacts of development on natural systems by siting development in the least sensitive areas. Regulations limiting development areas are found in these goals and policies, and in the Land Use Element.
- Second, the Plan minimizes impacts of development where it occurs through the Design and Development Standards.
- Third, the Plan allows for mitigation of impacts in development areas that cannot be otherwise avoided through the EIR process that will be incorporated into the final Plan.

This chapter, together with Chapter IV, summarizes all goals, objectives and policies of the Specific Plan, and may be used as a quick reference guide to the plan.

A. Plan Goals

1. Maintain the rural character of the study area.
2. Preserve and enhance the natural amenities and features of the study area, including the hillsides and large expanses of open space.
3. Encourage only development that respects and is in character with the special features and natural amenities of the study area.

-
4. Encourage upscale custom and semi-custom homes in a range of housing types that are currently unavailable or in limited supply in this area of Clayton and the County.
 5. Provide a plan framework under which individual landowners can develop their lands independently, but in an orderly manner which is harmonious with a comprehensive land use plan for the area.
 6. Provide for recreational uses and public access to open spaces.
 7. Minimize traffic impacts and encourage alternative modes of transportation, such as walking, horse riding and bicycling.
 8. Provide for a Specific Plan which is easily understandable to the public and implementable by City staff.

B. Land Use Objectives

1. Provide for a transition between the urbanized portions of Clayton to the west and undeveloped agricultural lands to the east, with emphasis on low development densities.
 2. Plan for land uses that respond to the natural, visual and slope constraints of the study area.
 3. Continue agriculture and grazing uses within and to the east of the Specific Plan area, and regulate new residential development in the area to make it as compatible with continual agricultural use as possible.
 4. Provide for development that is consistent with existing deed restrictions.
 5. Minimize conflicts between land use and utility easements which exist in the study area.
 6. Cluster development as appropriate as a means to preserve open space.
 7. Preserve identified historic structures in the study area with uses such as community facilities, bed- and-breakfast facilities or large single-family homes.
 8. Provide for decreased development densities in areas with steep slopes.
-

C. Housing Objectives

1. In areas to be developed, encourage a balance of housing types and densities consistent with the rural character of Clayton. It is expected that most houses in the area will be custom or semi-custom.
2. Require housing development in the area to contribute its fair share toward addressing affordable housing needs in Clayton as required by the Housing Element.

D. Community Design Objectives

1. Maintain the rural and transitional character of the study area in all development and conservation areas.
 2. Adopt policies consistent with the City and County scenic highways policies to protect the scenic corridor of Marsh Creek Road.
 3. Preserve the natural beauty and the feeling of openness in the study area by preserving ridgelines and limiting development in visible areas, especially on the northern and southern edges of the area.
 4. Maintain landscape and natural vegetation as a means to provide greenery, open space, development buffer and rural atmosphere.
 5. Protect visually significant features in the study area, including rock outcroppings, landmark trees, riparian corridors, and historic homes and structures.
 6. Design grading for development so as to preserve the overall character of the hillsides and ridgelines of the study area.
 7. Minimize the intrusion of unsightly forms of urbanization and municipal service provision in the study area.
 - a. Provide for streets of a minimal width consistent with traffic safety to maintain the rural character of the area.
 - b. Allow streets to be built with alternative edge treatments rather than full sidewalks, curbs and gutters.
-

-
- c. Require undergrounding of utilities within new subdivisions in the study area.
 - d. Promote alternative measures for needed sound attenuation in order to prevent unsightly or endless walls.
8. Include design criteria for development areas within the study area, so as to promote high quality rural residential design.

E. Parks and Open Space Objectives

- 1. Maintain the existing open space character of the study area, and provide recreational facilities and areas of open space for public use.
- 2. Provide a comprehensive, integrated greenbelt system that incorporates bicycle, equestrian, and walking paths, and that provides connections to regional open space systems.
- 3. Encourage the State of California to acquire land to the south of the study area for extension of Mount Diablo State Park.
- 4. Plan for acquisition and development of neighborhood parks in the study area to meet City standards within the Growth Management Element of the City General Plan.
- 5. Provide for development of small open space areas, pocket parks or equestrian facilities within the study area.

F. Natural Resources Objectives

- 1. Preserve the natural features, ecology and scenic vistas of the study area.
- 2. Avoid degradation of habitat used by rare and endangered species within the study area by avoiding development in habitat areas known to harbor such species.
- 3. Require studies to determine the existence of sensitive species on a site-specific basis, and limit development where these species are found.

4. Provide for retention of archaeological and cultural resources and historic structures through research on a site-specific basis. Limit development where archaeological resources exist, and plan for appropriate adaptive reuse of historic structures.

G. Circulation and Public Access Objectives

1. Encourage pedestrian-oriented development in the study area that gives equal priority to circulation on foot, horses, bicycles and in cars. Provide for landscaped roadways, pedestrian paths and bikeways in the study area.
2. Provide a road system in the study area which will operate at acceptable levels of service. Identify roadways within the study area to adequately serve development as it occurs, with sufficient capacity to accommodate build-out permitted under the Specific Plan.
3. In planning improvements to study area roadways, give consideration to cumulative traffic impacts from projected development in other parts of Clayton.
4. Discourage traffic through residential areas, but facilitate circulation within the study area.
5. Limit direct connections between arterial routes through residential areas to avoid impacts of through traffic in local neighborhoods.
6. Consider impacts of development on regional roadways outside of the City of Clayton. Attempt to mitigate any significant impacts on these roadways resulting from development in the study area.
7. Maintain circulation through the study area to serve existing eastern Contra Costa County needs, but avoid roadway expansion in the area designed to serve additional East County growth.

H. Public Services Objectives

1. Accommodate growth in the study area in accordance with the ability of police, fire district and other public agencies to provide adequate services.
-

-
2. Plan for development that takes into account available and planned water supply and sewer service.
 3. Provide for water conservation in the study area.
 4. Consolidate water, sewer, cable TV, electrical and gas utilities in common utility corridors wherever practical ideally within the public right-of-way.

I. Public Safety Objectives

1. Provide for geotechnical safety by avoiding development in areas with extreme landslide danger or other adverse geological conditions, or by remediating geotechnical conditions by requiring subsurface geotechnical investigations and implementing the resulting recommendations.
2. Provide for fire safety in the study area by requiring construction with fire resistant Class A roofing materials, controlling brush growth in the area of residences, ensuring adequate response time for firefighters, and other appropriate measures.
3. Plan for development that takes into account the needs for flood and sedimentation control both on- and off-site.

J. Implementation Objectives

1. Require land owners to contribute a pro-rated fair share towards the cost of common study area improvements necessitated by the Specific Plan.
2. Condition development within the study area on developer provision of adequate road improvements, sewage collection, sewage treatment, water supply, storm drainage and other capital improvements.
3. Provide for funding of administrative costs required for review and permit processing through application and development fees.
4. Provide Specific Plan policies which can be translated into clear and efficient zoning codes, administrative procedures and review requirements.

Chapter IV
SUMMARY OF PLAN POLICIES



This chapter summarizes the policies of the Marsh Creek Road Specific Plan, which are explained in detail in Chapters V through X of this document. Each policy included in this chapter is also included in its corresponding chapter in the Plan, where more background information is also included.

Each plan policy generally contains the word "shall" or "should," which indicates whether the policy is mandatory or advisory. Policies that contain the word "shall" must be followed by the city and by all landowners and developers in the study area. Policies that contain the word "should" are advisory. Landowners and developers are strongly encouraged to follow these policies, but they may deviate from these policies if extenuating circumstances prohibit following them and such circumstances are presented to and accepted by the City.

This chapter, together with Chapter III, may be used as a quick reference guide to the plan.

A. Land Use and Conservation

- LU-1. Chaparral plant communities, areas underlain by serpentine, and areas known to be used by any rare or endangered plant or animal species shall be preserved without development.

- LU-2. Appropriate conservation and flood control buffers shall be retained along USGS blue line creeks in the study area. The minimum setback should be 75 feet from the top of the bank on either side of the creek, unless creek enhancement programs included in a project serve as mitigations to allow narrowing of the creek setback.

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- LU-3. Woodlands in the study area should be preserved wherever possible, since these areas are important biotic resources and create visual interest in the study area.
- LU-4. Existing deed restrictions on development that are already in place in the study area shall be respected.
- LU-5a. In order to minimize grading and geological disruption, development should generally be limited to those areas where building footprints will occur on slopes of less than 26 percent. No building footprints shall occur on slopes in excess of 40 percent. In areas where building footprints would occur on slopes between 26 and 40 percent, development may occur only if it is found appropriate through site-specific review by the City. For the purposes of this policy, slope steepness shall be calculated for natural conditions or for conditions after minimal necessary landslide repair as defined by the City Engineer on a case-by-case basis.
- LU-5b. In order for the City to approve development with building footprints on slopes between 26 and 40 percent, the City must make the following findings regarding such development:
- The development is in substantial conformity with this Specific Plan.
 - The development substantially follows all Design and Development Standards for grading in Policy DD-4 of this Specific Plan, including those which are advisory and use the word "should".
 - The development is not visible when viewed from Marsh Creek Road or developed portions of Clayton outside the study area.
 - The development does not intrude on the visual integrity of Mount Diablo.
 - The development does not displace any sensitive plant or animal species, riparian corridors or wetlands.

It is recognized that these requirements are more restrictive than those for development in flatter areas. This is because development in steep areas requires more sensitive planning than that in flat areas.

- LU-6. The natural sense of enclosure in the study area shall be preserved by locating development so as not to be silhouetted against the sky along ridgelines.
- LU-7. The visual integrity of the entire study area shall be preserved for viewers within the study area, in developed portions of Clayton outside the study area, and for travellers along Marsh Creek Road by carefully siting and screening any development.
- LU-8. Development should be clustered within designated development areas where appropriate.
- LU-9. Homes, roadways and other development in the study area shall generally be designed to conform with the existing topography.
- LU-10. City sewer services should be extended only to those areas targeted for development of one unit or more per acre, and to rural residential areas surrounded by higher density development.
- LU-11. All development shall conform with the land use designations shown in Figure 6 subject to meeting the goals, objectives, policies and standards contained within this Specific Plan.
- LU-12. Those land areas defined as unbuildable by the goals, objectives and policies of this Plan, such as ridgelines, deed restricted areas, slopes over 40 percent and creek corridors, do not accrue development rights that could be transferred to other locations.
- LU-13. Parcels in the study area which contain less acreage than the designated allowable minimum parcel size are allowed one unit.
- LU-14. All development in the study area shall contribute its fair share toward addressing affordable housing needs in Clayton, as specified in the Housing Element of the General Plan.
- LU-15. Neighborhood parks shall be developed on some or all of the potential park sites designated in Figure 6.
- LU-16. All developments in the Specific Plan area should include some form of local park, pocket park, greenbelt area, open space, common equestrian facility, or similar amenity.
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B. Resources

- RE-1. No lands outside the limit of urban development identified in Figure 7 shall be developed for urban uses under this Plan. Urban development is defined as any development which exceeds a density of 1.1 units per acre.
- RE-2. When any parcel is subdivided for development under the Specific Plan, the title or development rights to those portions of the parcel designated as Open Space in this plan shall be offered to the City, East Bay Regional Park District, the State of California, or another appropriate public agency or non-profit land trust. If development rights are vested with one of the organizations listed above, then the title to and maintenance responsibility for the undeveloped areas may be transferred to a Homeowners Association.
- RE-3. No single loaded public or private streets shall be built where they would face on to land designated for Agriculture. A "single loaded street" is a street with houses on only one side of it.
- RE-4. Development along the major creeks in the study area shall include creek preservation and enhancement programs. Any creek preservation and enhancement programs may occur only if found appropriate through site-specific review by the City.
- RE-5. A trail network shall be constructed in the study area along the Mt. Diablo Creek corridor, and it shall be encouraged in other locations to connect to parks, Mount Diablo, Black Diamond Mine Regional Preserve and Contra Loma Regional Park.

C. Design and Development

- DD-1. Each development plan shall indicate building envelopes for each lot within the Ranchette Residential, Rural Residential, Low Density and Medium Density designations.
- DD-2. All buildings in the Specific Plan area shall conform to the building setbacks shown under Policy DD-2 in the Design and Development Standards chapter.
- DD-3. Development clustering shall be encouraged in Low, Medium and Suburban Density development, provided that the Planning Commission finds that clustering does not result in a site plan that is overly dense or that impedes the conservation of natural or visual resources.
- DD-4. The visual impacts of grading shall be minimized in the study area, both by limiting the amount of grading and by properly contouring areas where grading occurs.
- DD-5. No development shall occur along the tops of ridgelines and knolls identified in Figure 7.
- DD-6. Existing trees should be retained wherever possible.
- DD-7. Detention basins shall be of sufficient size to contain storm water runoff during the rainy season, but should also be flat enough to be used as an open space or recreational amenity while dry.
- DD-8. Creek corridors in the planning area shall be preserved and enhanced.
- DD-9. In order to protect the scenic quality of Marsh Creek Road, the streetscape should reflect the rural character of the planning area.
- DD-10. Each development area in the planning area should have a defined rural neighborhood character.
- DD-11. Primary entry features should be constructed at junctions of neighborhood entry roads with Marsh Creek Road, Oak Creek Canyon Drive, Pine Lane and Russellmann Road. They should be designed with sensitivity to the setting, and should reflect the rural character of the area.
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- DD-12. In residential neighborhoods, street lighting should be considered an integral part of roadway design, and should not be added as an afterthought.
- DD-13. Fences and screening should be minimized and reflect the area's rural quality.
- DD-14. Retaining walls should be avoided whenever possible in the planning area, for both building and road construction, and should be designed to be architecturally cohesive with development. Low stepped walls, angled or landscaped walls, or screened walls are preferable to a single retaining wall of hard materials.
- DD-15. Landscaping should be consistent with the palette of plants naturally occurring in the planning area.
- DD-16. All buildings shall conform to the maximum building heights in the planning area. These heights vary depending on topography, and are generally intended to require buildings to conform to their underlying topography.
- DD-17. Architectural style should reflect traditional rural architecture and the study area's rural character and mild climate, and emphasize the idea of a cohesive community.
- DD-18. The potential visual impact of repeated garages with doors on the street should be avoided in study area development.
- DD-19. Because of the planning area's high visibility, roof design should be varied and articulated.
- DD-20. Buildings in the planning area should be oriented where possible to attain maximum solar benefit for both heating and cooling.
- DD-21. Study area development shall incorporate water conservation measures such as low-flow plumbing fixtures and drought-tolerant landscaping.
- DD-22. Commercial development shall be designed to reflect the low-intensity, rural character of the study area.
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- DD-23. Parking to serve commercial development shall be visually unobtrusive, with adequate landscaping and setbacks from the street.
- DD-24. Signage for the commercial development shall be limited, and should be designed to conform with the rural residential qualities of the study area.

D. Circulation

- CI-1. Roadways serving development areas shall generally conform to the pattern shown in Figure 10. Where Figure 10 shows that a roadway is required to serve development on several different parcels, roadway planning and construction for each parcel shall include provisions for access to adjacent parcels.
- CI-2. All roadways developed under the Specific Plan shall be built to follow the standards of one of four types of streets: arterials, collectors, local roadways and minor cul-de-sacs.
- CI-3. Intersections built to accommodate Specific Plan buildout should be designed in accordance with the diagrams of intersection alignments shown in Figure 13.
- CI-4. The City shall coordinate preparation of a plan line study for Marsh Creek Road to identify the detailed routing for the road and specifications for its construction and any necessary environmental review, using the general description of the road in Policy CI-2a. No development in the study area will be allowed until this study is completed. Alternatively, individual developers may complete plan line studies for Marsh Creek Road for all segments of Marsh Creek Road west of their site access, and for appropriate transitional zones to the east of their site access.
- CI-5. Access to Marsh Creek Road shall be limited to existing driveways and those roadways indicated on Figures 10 and 13. No new driveways or additional roadway intersections on Marsh Creek Road may be constructed.
- CI-6. As existing parcels develop, they should rely on access from streets that follow the general layout shown in Figure 10.
- CI-7. Internal circulation within subdivisions shall be designed at the discretion of the property owner, subject to approval by the City, provided that it allows for through access to adjacent parcels as indicated on Figure 10.
- CI-8. Sidewalks required for collector and local roadways need not be installed if they would run parallel and immediately adjacent to a pathway along a creek.

- CI-9. Where required roadway widths would necessitate extensive grading, split roadway sections that accommodate the slope are encouraged. The travel lanes on roadways may be separated, and sidewalks, where required, may also be separated from the roadway level.
- CI-10 Roadways through sloped areas greater than 26% may occur only to provide necessary access to development permitted by this Specific Plan after the roadway is found appropriate through site-specific review by the City.
- CI-11 Public pathways within the study area will be located along the top of creek banks and run adjacent to Mt. Diablo Creek, Russellmann Creek and the creek on the Holmes property, in the locations indicated in Figure 7.
- CI-12 Trails outside of development areas shall be constructed where possible in the general alignments shown in Figure 7.

E. Infrastructure

- IN-1. Water service for new development under the Specific Plan shall be provided by the Contra Costa Water District (CCWD) through existing and future water pressure zones.
- IN-2. Water supply facility studies based on the adopted Specific Plan shall be completed for each project or phase of development.
- IN-3. Wastewater produced in urban development areas within the study area shall be collected in the City of Clayton sewer system, which feeds wastewater through the City of Concord to the Central Contra Costa Sanitary District.
- IN-4. The City shall coordinate preparation of an area-wide sewer study to identify the feasible routes for a trunk sewer line in the study area and to calculate the resulting main sizes. This study shall also provide any necessary environmental review and a basis for allocating the costs of sewer line construction, based on the number of contributing homes set forth in this Specific Plan.
- IN-5. Wastewater collection system improvements under the Specific Plan shall include downstream improvements to the collection line running from the study area boundary to Donner Creek. Specifications for these improvements shall be detailed in the sewer study required by Policy IN-4.
- IN-6. Development under the Specific Plan shall not cause increases in peak flood flows in Mount Diablo Creek inside or downstream of the study area, as calculated for the 5, 10, 25, 50 and 100-year storms of durations to be determined by the Contra Costa County Flood Control and Water Conservation District.

F. Implementation

- IM-1. No subdivision, use permit, design review application, or other entitlement for use, and no public improvement, shall be authorized in the study area until a finding has been made that the proposed project is consistent with this Specific Plan.
- IM-2. City staff shall review all construction projects requiring a building permit to ensure that they comply with the Design Guidelines and all other plan provisions.
- IM-3. The City Planning Commission shall review all subdivisions and development projects of five units or more at a public hearing.
- IM-4. The City shall, by reference, incorporate into its zoning code the relevant land use, resource conservation and design specifications found in Chapters V, VI and VII, respectively.
- IM-5. The City shall encourage that all development occurring within the Specific Plan area be accomplished via development agreements between the City and individual developers/property owners.
- IM-6. Development should generally begin in the western part of the study area, to be followed by development farther east. Development Areas A and C will be the first to develop, followed by area D. Development Areas B and E will probably be the last to be developed.
- IM-7. Within individual development areas, parcels that are closest to collector streets, including Pine Lane and Russellmann Road, should be developed first. This may mean that some parcels that are adjacent to Marsh Creek Road, but which are not planned to have direct access from Marsh Creek Road after development, will have to wait to develop until adjacent parcels have developed.
- IM-8. The City shall petition LAFCO to amend its Sphere of Influence to include the Specific Plan area as shown in Figure 6.
- IM-9. All development under this Specific Plan shall occur under the jurisdiction of the City of Clayton.
- IM-10. Annexation should occur on an orderly, phased basis, moving east from the existing City limits on the west. Annexation will normally occur when development is proposed in an area, but annexation of some areas not proposed for development may be necessary to accommodate development proposals in an area. In the process of annexing from west to east, the City shall exercise flexibility in determining the amount of contiguity necessary to permit annexation.
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- IM-11. Areas to be annexed to the City shall be simultaneously annexed to the Contra Costa County Fire District to allow for urban levels of fire suppression service.
- IM-12. The City of Clayton recommends that the policies of this Specific Plan be applied by Contra Costa County in the unincorporated portions of the study area and in areas beyond the study area but within Clayton's area of development comment, which extends three miles from the City limit. The City shall formally request that the County adopt this Plan and use it for policy application in the area, and the City shall use the Specific Plan as the basis for comments on projects within the study area and the comment area.
- IM-13. Improvements on individual properties required under this Specific Plan shall be financed by individual property owners or developers.
- IM-14. Improvements that will require coordinated implementation on or along several parcels, such as widening of Marsh Creek Road and installation of traffic signals, water tanks, water mains, trunk sewers, storm drainage facilities, and downstream sewer improvements, shall be overseen by the City and should be financed with a mechanism that attempts to ensure ultimate fair-share repayment of all costs to those who pay for them by the landowners or developers who will benefit from them. Examples of appropriate funding mechanisms are included in Chapter X, Section D.3.

Chapter V
LAND USE AND CONSERVATION ELEMENT



This chapter includes five components that set the general framework for development in the study area. They are:

- Land Use and Conservation Concept, which shows the fundamental concepts for land use and conservation in the area, as illustrated in Figure 5.
- General Land Use, Conservation and Development Policies, which set the general framework for conservation and development in the area.
- Land Use Designations, which define specific development parameters for individual parcels in the area. These designations are mapped in Figure 6.
- Park Development Policies, which set standards for parks in the Specific Plan area.
- Study Area Development Potential, which outlines the potential for development in the study area. The calculated development potential serves as the basis for assessing circulation and infrastructure needs for the plan, and for determining the plan's environmental impacts.

A. Land Use and Conservation Concept

Figure 5 illustrates the Land Use and Design Concept that underlies the Marsh Creek Road Specific Plan. As shown in this diagram, the study area functions as a transitional area separating the urban areas in the west from more rural areas to the east. Between these areas, the study area will maintain a semi-rural character composed of pastures, ranchettes and dispersed suburban development. Marsh Creek Road and Mt. Diablo Creek will serve as spines for development in the area, with rolling grassy and tree covered hills to the north and south. Vistas of Mt. Diablo and Keller Ridge will serve as the overall backdrop to the setting.

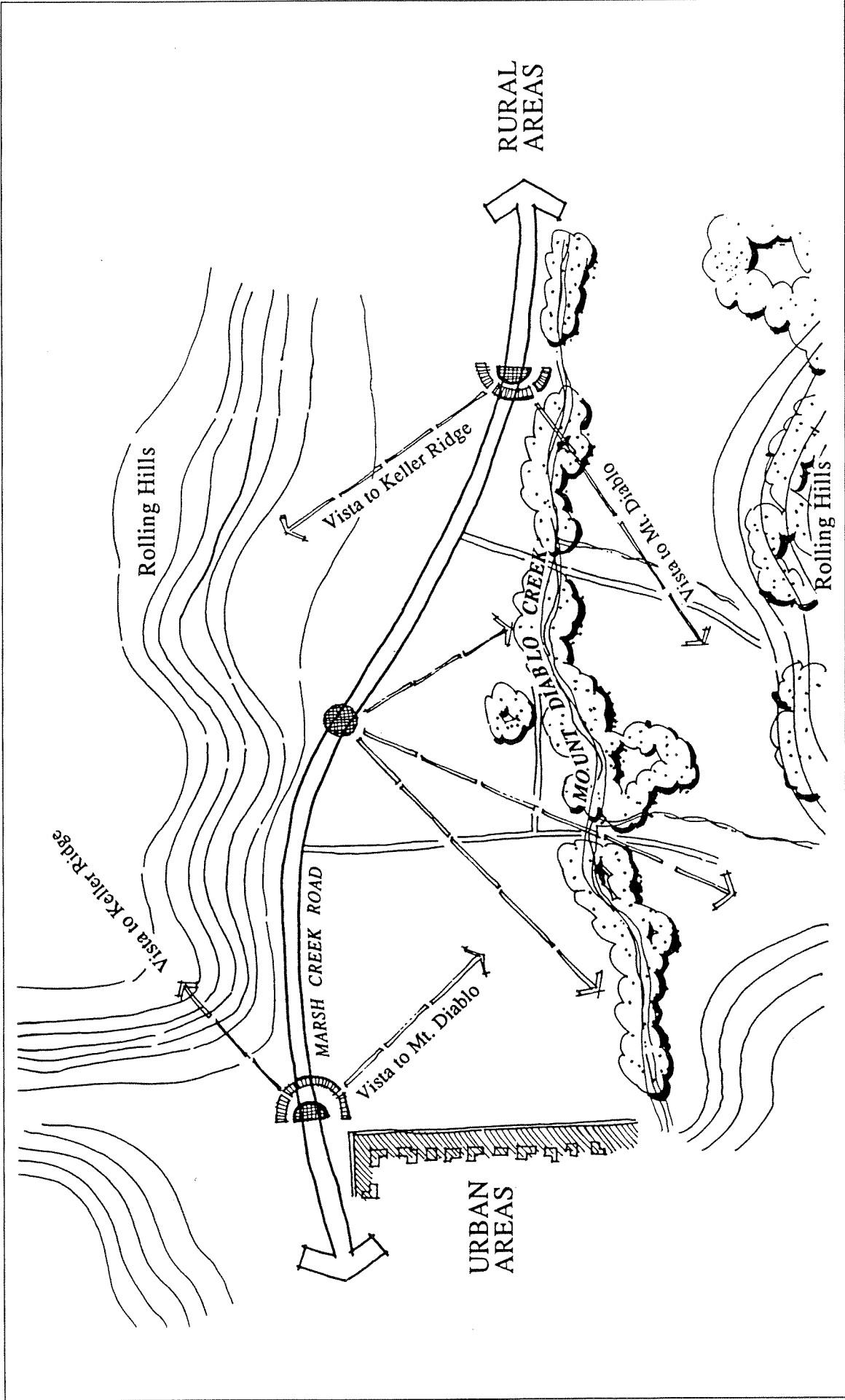


FIGURE 5

Land Use, Development
and Conservation Concept

MARSH
CREEK
ROAD
SPECIFIC
PLAN

CITY
OF
CLAYTON
CALIFORNIA
BRADY AND ASSOCIATES, INC. PLANNERS AND LANDSCAPE ARCHITECTS

B. Land Use, Conservation and Development Policies

To implement the Land Use and Design Concept outlined above, the City has adopted ten Land Use, Conservation and Development Policies for the Marsh Creek Road Specific Plan, which are defined below. The land use designations and design and development standards in this document represent policy formulations that encapsulate this overall strategy.

Policy LU-1. Chaparral plant communities, areas underlain by serpentine, and areas known to be used by any rare or endangered plant or animal species shall be preserved without development.

Chaparral plant communities and serpentine formations are important natural resources that serve as habitat for mammals, waterfowl, the threatened Alameda whipsnake and rare plants. The whipsnake, along with most of the rare plants with a potential to exist in the area, would be found in chaparral, and many rare plants require serpentine for growth. Any other areas used by rare or endangered species should also be retained.

Policy LU-2. Appropriate conservation and flood control buffers shall be retained along USGS blue line creeks in the study area. The minimum setback should be 75 feet from the top of the bank on either side of the creek, unless creek enhancement programs included in a project serve as mitigations to allow narrowing of the creek setback.

Creeks mapped as "blue lines" by the USGS are significant for several reasons. They may be subject to flooding, and the County Flood Control District requests setbacks of 30 feet on either side of the top of bank for flood safety reasons.¹ The riparian corridors support many types of plants and wildlife, and they serve as wildlife movement corridors. Finally, development in these corridors is restricted by State and federal agencies, which have permitting authority in them. The California Department of Fish and Game usually requests a 100-foot development setback from the top of bank for habitat preservation reasons. The 75-foot minimum setback has been set with all these criteria in mind.

Policy LU-3. Woodlands in the study area should be preserved wherever possible, since these areas are important biotic resources and create visual interest in the study area.

¹ County Subdivision Ordinance Section 9.14.

Woodlands outside of creek corridors in the study area include Blue Oak Woodland which is particularly valuable, since the dominant Blue Oaks in it grow and reproduce slowly. All woodlands provide visual interest in the study area, creating variety against the grass covered slopes. For these reasons, the City seeks to preserve woodlands wherever possible.

Policy LU-4. Existing deed restrictions on development that are already in place in the study area shall be respected.

Five parcels within the study area have permanent restrictions on development placed on them as part of their deeds, as a result of a subdivision in 1982. For this subdivision, the County required the exclusion of development potential above certain elevations on a total of seven parcels. The Lietz and Rodenburg properties north of Marsh Creek Road may not be developed above the 720-foot contour line, and the eastern portion of the Temps, Thomas and Foust properties south of Marsh Creek Road may not be developed above the 680-foot contour line. The western portion of the Temps property is not subject to this restriction since it was not part of the 1982 subdivision.

Policy LU-5a. In order to minimize grading and geological disruption, development should generally be limited to those areas where building footprints will occur on natural slopes of less than 26 percent. No building footprints shall occur on slopes in excess of 40 percent. In areas where building footprints would occur on slopes between 26 and 40 percent, development may occur only if it is found appropriate through site-specific review by the City. For the purposes of this policy, slope steepness shall be calculated for natural conditions or for conditions after minimal necessary landslide repair as defined by the City Engineer on a case-by-case basis.

Policy LU-5b. In order for the City to approve development with building footprints on slopes between 26 and 40 percent, the City must make the following findings regarding such development:

- The development is in substantial conformity with this Specific Plan.
- The development substantially follows all Design and Development Standards for grading in Policy DD-4 of this Specific Plan, including those which are advisory and use the word "should".
- The development is not visible when viewed from Marsh Creek Road or developed portions of Clayton outside the study area.

- **The development does not intrude on the visual integrity of Mount Diablo.**
- **The development does not displace any sensitive plant or animal species, riparian corridors or wetlands.**

It is recognized that these requirements are more restrictive than those for development in flatter areas. This is because development in steep areas requires more sensitive planning than that in flat areas.

Current County policies prevent or restrict development on slopes in excess of 26 percent, since such slopes are often unstable, create wildfire hazards, and generally require significant grading to accommodate any type of building or roadway construction.

Given the fact that there are many areas with slopes in excess of 26 percent in the study area, development on slopes up to 40 percent may be appropriate in some places after site-specific review by the City. However, such development should meet all other criteria listed in this document.

Policy LU-6. The natural sense of enclosure in the study area shall be preserved by locating development so as not to be silhouetted against the sky along ridgelines.

Development that extends above the natural line of a ridge appears much more obtrusive than development placed below a ridgeline. Prohibiting development on the tops of ridges will help retain the natural quality and visual boundary of the study area.

Policy LU-7. The visual integrity of the entire study area shall be preserved for viewers within the study area, in developed portions of Clayton outside the study area, and for travellers along Marsh Creek Road by carefully siting and screening any development.

Since the study area, and the slopes that surround the valley of Mt. Diablo Creek in particular, are important visual resources, development shall be sited so that it preserves the visual integrity of the area as much as possible.

Policy LU-8. Development should be clustered within designated development areas where appropriate.

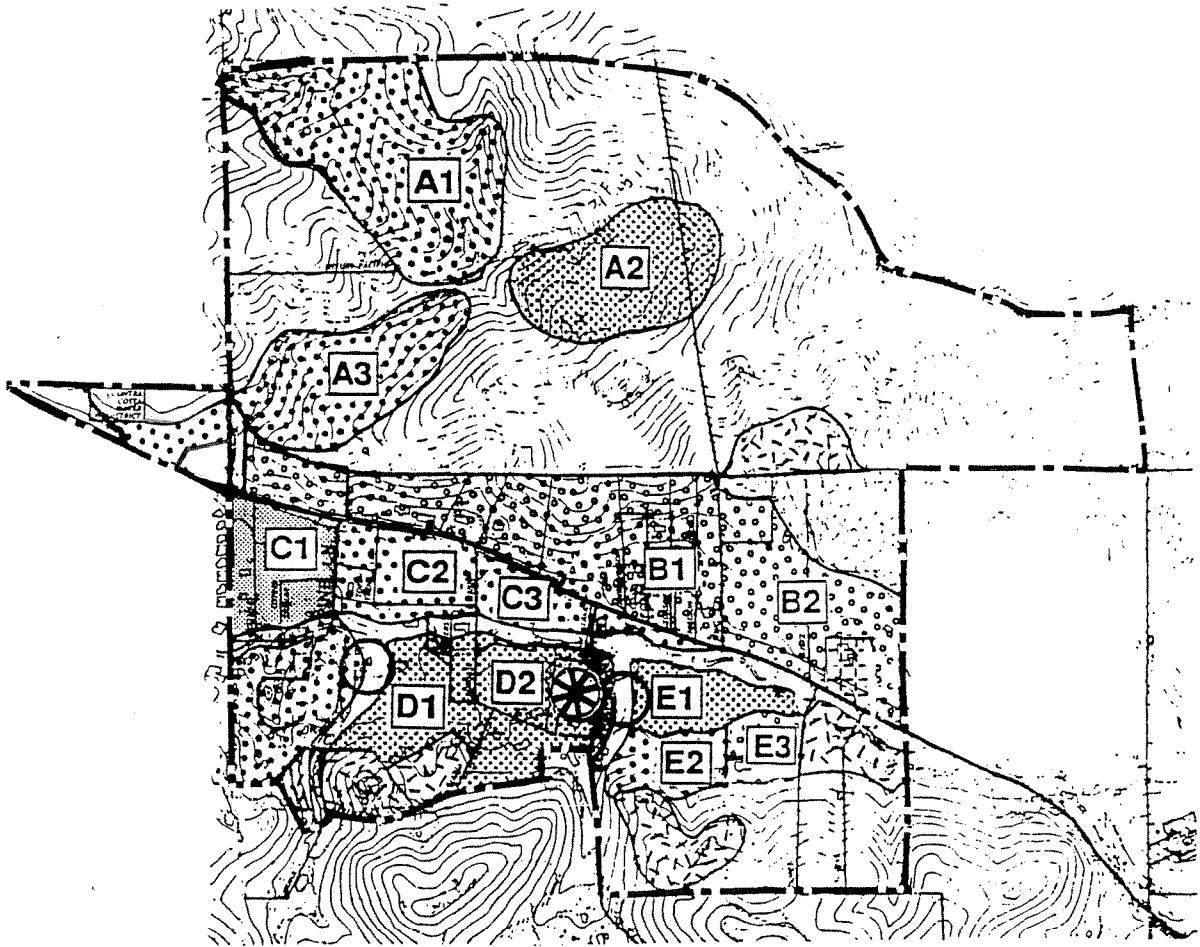
Areas shown in Figure 6 represent the generalized maximum limits of development that should occur under the Specific Plan. Developers are encouraged to cluster development within the mapped areas, in order to further preserve surrounding open space and natural resources. If clustering occurs, the areas indicated in Figure 6 will serve as the basis for calculating maximum unit counts, but the allowed units will be concentrated in smaller areas at higher net densities than would otherwise occur.

Policy LU-9. Homes, roadways and other development in the study area shall generally be designed to conform with the existing topography.












Since slopes in the study area are relatively steep, flat-pad buildings that are typical of suburban subdivisions may require extensive grading. The City seeks to preserve the overall character of the slopes in the area, and therefore requires that any grading avoid or minimize areas of visible cut and fill. Streets, individual houses, and other buildings shall be designed to generally conform to the specific terrain on their sites. Structures' design shall be encouraged to feature stepped footings and floor elevations that follow existing topography. Areas of flat pad grading should only occur in existing flat areas, or on lands that are not visible from Marsh Creek Road or existing parts of Clayton. Any graded slopes that occur shall result in natural-appearing contours.

Policy LU-10. City sewer services should be extended only to those areas targeted for development of one unit or more per acre, and to rural residential areas surrounded by higher density development.

Extension of municipal services, particularly sewer and water service, can induce urban growth at a later date. Since the City desires to maintain the existing agricultural and open space character outside of identified development areas, the City will not extend sewer services beyond these areas.



Legend

-  Specific Plan Boundary
-  Ranchette Residential
1 unit/5 acres
-  Rural Residential
0.21 - 1.1 units/acre
-  Low Density Residential
1.11 - 1.5 units/acre
-  Medium Density Residential
1.51 - 2.2 units/acre
-  Suburban Density Residential
2.21 - 3.0 units/acre
-  Convenience Commercial
-  Open Space
-  Conceptual Location of
Potential Park Site
-  Historic Building and
Potential Park Sites
-  B1
Development Area Designation



0 300 600 1200
Scale in Feet

**MARSH
CREEK
ROAD
SPECIFIC
PLAN**

■ ■ ■
FIGURE 6

Land Use Designations

Amended by Resolution 14-2005, dated 4/5/05

C. Land Use Designations

1. Land Use Designations

Policy LU-11. All development shall conform with the land use designations shown in Figure 6 and described below subject to meeting the goals, objectives, policies and standards contained within this Specific Plan.

Figure 6 shows land use designations in the Marsh Creek Road study area. These areas have been identified by the City based on the Land Use, Conservation and Development Policies, and on the existing conditions in the study area. The nature of the individual designations is described below.

Figure 6 includes letter and number designations for individual development areas with densities of one unit per acre or more. These designations are shown in Table 2, and are used for reference throughout the document.

Definition of Gross Acreage. All development densities are described using gross acreages, which means that lands used for roads, open space or other uses are included in the density calculations.

Unless otherwise noted, the following uses are allowed in each of the Specific Plan residential categories:

- A detached single-family dwelling in each lot and the accessory structures and uses normally auxiliary to it.
- Crop and tree farming and horticulture, not including the raising or keeping of any animals other than ordinary household pets.
- Publicly-owned parks and playgrounds.

Ranchette Residential: Maximum 0.2 units per acre.

This designation is applied in areas where very limited development is allowable, and where care must be taken to maintain the existing natural characteristics of the area. For example, this designation applies to properties adjacent to the eastern Specific Plan boundary, which has been identified as a gateway to the study area.

The Ranchette Residential designation in Figure 6 delineates potential buildable areas. The City requires developed portions of Ranchette Residential properties to be within this area. Individual lots may include areas designated for Open Space for other uses such as stables and corrals, provided that at least half of each parcel is within the mapped areas.

Table 2
SPECIFIC PLAN BUILDOUT POTENTIAL

Development Area	Major Property Owners	Approximate Acreage ^a	Designation	Anticipated Units ^b	Existing or Approved Units	Net New Units
A1	Heartland	19.6	Low	29	0	29
	Moita	7.2	Low	11	1	10
A2	Heartland	15.9	Medium	35	0	35
	Morgan	2.8	Medium	6	1	5
A3	Heartland	19.5	Low	29	0	29
	North State Development	4.4	Low	6	0	6
B1	Laurence	8.1	Rural	9	2	7
	Kelly	2.2	Rural	2	1	1
	Soares	4.6	Rural	5	1	4
	James/Iverson	8.4	Rural	9	1	8
	Torson	4.2	Rural	4	1	3
	P. Clark	2.0	Rural	2	1	1
	Carlson	2.2	Rural	2	1	1
	Nielson	1.4	Rural	1	1	0
	Wing	3.6	Rural	4	1	3
B2	Lietz	12.5	Rural	14	1	13
	Rodenburg	8.4	Rural	9	1	8
C1	Hellmers	2.8	Suburban	8	3	5
	Osteen	5.8	Suburban	17	1	16
	Shirley	1.9	Suburban	5	1	4
C2	Tobin/Trent	1.2	Low	2	0	2
	Leal	1.6	Low	2	0	2
	Manion	5.9	Low	9	0	9
	Holmes	1.8	Low	2	0	2

Development Area	Major Property Owners	Approximate Acreage ^a	Designation	Anticipated Units ^b	Existing or Approved Units	Net New Units
C3	M. Clark	5.9	Low	9	0	9
D1	Holmes	8.5	Medium	18	2	16
	Burgess	1.6	Medium	3	1	2
	Sanders	0.6	Medium	1	1	0
D2	Cooper	3.0	Medium	6	1	5
	Leal	4.9	Medium	11	2	9
	Pound	4.4	Medium	9	1	8
E1	Temps	10.8	Medium	24	0	24
E2	Temps	3.4	Low	5	0	5
E3	Temps	1.6	Rural	2	1	1
Subtotal				310	28	282
Ranchette	Bergum	3.8	Ranchette	1	0	1
	Mazza	3.1	Ranchette	1	0	1
	Temps	6.7	Ranchette	2	0	2
	Thomas	2.6	Ranchette	1	0	1
	Foust	2.4	Ranchette	1	0	1
	Morgan	6.8	Ranchette	2	0	2
Oakwood Subdivision				16	16	0
TOTAL				334	44	290

- ^a Acreages are approximate only. Refinements that may lower the number of anticipated units for an individual property are expected when site specific plans are prepared.
- ^b Anticipated units are rounded down, unless the multiplied value has a remainder of 0.75 or more, in which case they are rounded up.

Rural Residential: 0.21 to 1.1 units per acre.

This designation requires lots of a minimum size of 40,000 square feet and is intended to allow for the keeping of horses and other rural activities in a residential setting. It applies to the development areas north of Marsh Creek Road and east of the mouth of Oak Creek Canyon.

Low Density Residential: 1.11 to 1.5 units per acre.

This designation applies in areas that are appropriate for relatively low densities of urban development, with lots between about 30,000 and 40,000 square feet. However, smaller lots are acceptable when clustering occurs per the standards of this Specific Plan. Portions of the Heartland and Moita properties and most of the Mt. Diablo Creek valley floor are designated for this type of development.

Medium Density Residential: 1.51 to 2.2 units per acre.

This designation applies in areas that are appropriate for development with some suburban characteristics. Identified areas for this type of development are generally flatter than surrounding areas, and are generally not visible from Marsh Creek Road. The flattest bowl on the Heartland and Morgan properties and portions of the Mt. Diablo Creek valley floor south of the creek itself are designated for this type of development.

Suburban Residential: 2.21 to 3.0 units per acre.

This designation applies in areas that are appropriate for densities of development that approach suburban densities found in other parts of Clayton. The designation is similar to the "Low Density Residential" designation in the City's existing General Plan. The Hellmers, Osteen and Shirley properties, which are designated for 1.1 to 3 units per acre in the City's General Plan, bear this designation.

Convenience Commercial

This designation applies to a portion of the Rodenburg property that currently accommodates the "Rodie's" store. Under this designation, the store may continue to operate, and may take on some neighborhood serving/ convenience store characteristics. However, the store should maintain its existing rural character. The maximum store size is limited to 3,000 square feet of new construction over and above the existing Rodie's store, which is approximately 6,000 square feet.

Open Space

This designation would apply to all areas that are not designated for residential, or commercial uses in the Specific Plan. When any parcel is subdivided for development under the Specific Plan, the title or development rights to those portions of the parcel designated as Open Space in this plan, shall be offered to the City, East Bay Regional Park District, the State of California, or another appropriate public agency, or non-profit land trust. If development rights are vested with one of the organizations listed above, then the title to and maintenance responsibility for the undeveloped areas may be transferred to a Homeowners Association.

This will ensure that open space immediately adjacent to developed areas is maintained. A similar, alternative method of open space preservation may be considered by the City if it is proposed by a developer.

2. Other Facilities

Potential Park Sites

Figure 6 designates three sites that would be appropriate to accommodate some developed parks in the study area. The three sites include:

- A portion of the Cooper property around the historic Llewellyn House.
- A portion of the Temps property on both sides of Russellmann Creek.
- A portion of the Holmes property in the drainageway of the creek on the site.

Further policies regarding park development are shown in Section E, below.

Historic House Sites

One historic house (the Llewellyn house) has been identified within the development areas in the study area. If development occurs on the site of this house, then the house should be preserved and integrated into the development or its public amenities. Appropriate uses for the historic house would include a bed-and-breakfast inn, community center, recreation building, or a restored single-family residence. This approach is consistent with General Plan Land Use Objective 1d.

3. Land Use Designation Interpretation

- Policy LU-12.** Those land areas defined as unbuildable by the goals, objectives and policies of this Plan, such as ridge lines, deed restricted areas, slopes over 40 percent and creek corridors, do not accrue development rights that could be transferred to other locations.
- Policy LU-13.** Parcels in the study area which contain less acreage than the designated allowable minimum parcel size are allowed one unit. For example, if three acres of property is in a 5-acre minimum designation, the three acres can be developed with one unit.

D. Affordable Housing Provision

The City's main emphasis on development of affordable housing is outside the study area in the Town Center, where commercial services and transit are more available and higher residential densities are appropriate. However, all development in the study area is to contribute its fair share toward addressing affordable housing needs in Clayton. Therefore, the following policy is included.

- Policy LU-14.** All development in the study area shall contribute its fair share toward addressing affordable housing needs in Clayton, as specified in the Housing Element of the General Plan.

E. Park Development Policies

The City will provide for park development in the study area according to this set of policies, with the objectives of providing neighborhood parks as required by the Growth Management Element of the Clayton General Plan, and providing local or pocket parks or open space amenities in most development areas.

The City's Growth Management Element requires the development of parkland at a rate of 3 acres per 1,000 residents. This will result in a need for approximately 3 acres of parks under Specific Plan buildout.

Policy LU-15. Neighborhood parks shall be developed on some or all of the potential park sites designated in Figure 6.

When any of the sites shown on Figure 6 is proposed for development, the City will consider in detail whether a neighborhood park should be constructed on it. If a neighborhood park is appropriate, the City will require this dedication of land as a condition of approval for the proposed development project (instead of requiring payment of Parkland Dedication Fees), or it will purchase the park site at fair market value using funds collected as Parkland Dedication Fees. Once acquired, the land will be developed by the City for active recreation including playing fields, play equipment and tot lots, as appropriate.

Policy LU-16. All developments in the Specific Plan area should include some form of local park, pocket park, greenbelt area, open space, common equestrian facility or similar amenity.

Site plans for all projects should include parks or open space amenities, which shall be reviewed by the City for adequacy. Credit for these amenities toward the Parkland Dedication fees may be considered by the City depending on the size of and the local or regional significance of the amenity being offered.

F. Study Area Development Potential

At this time, only three site plans have been developed for individual parcels within the study area, so there is no way to say with certainty exactly how many units may be developed under the Specific Plan.

However, the gross acreages within each indicated development area give some indication of probable Specific Plan buildout. As shown in Table 2, the areas delineated for development could probably accommodate a total of 290 new units. When added to 44 units that exist or are approved in the study area, this will create a total of 334 units in the area.

Among the 334 units in the area, 326 would be in development areas with densities of one unit per acre or greater. Under the Specific Plan, these will generally be the only homes in the area that receive new urban services such as sewers. The remaining 8 units will generally be served with septic systems.

The Specific Plan also includes a total of 1.8 acres for new neighborhood-serving commercial uses on the Rodenburg property. This commercial property will be connected to sewer and water service when development occurs around it.

Chapter VI
RESOURCES ELEMENT



This chapter outlines the resource conservation programs and measures that are to be included in the Specific Plan. The locations of these features of the plan are illustrated in Figure 7.

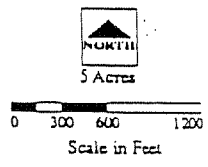
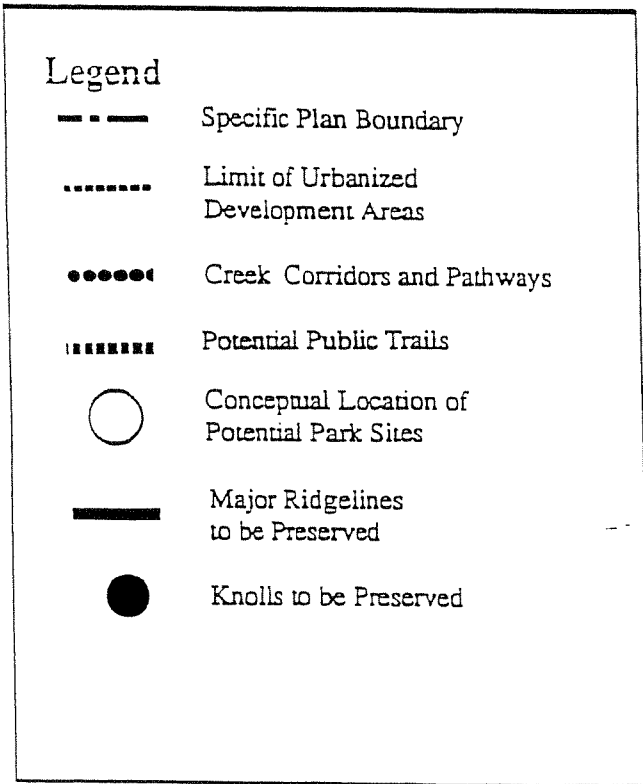
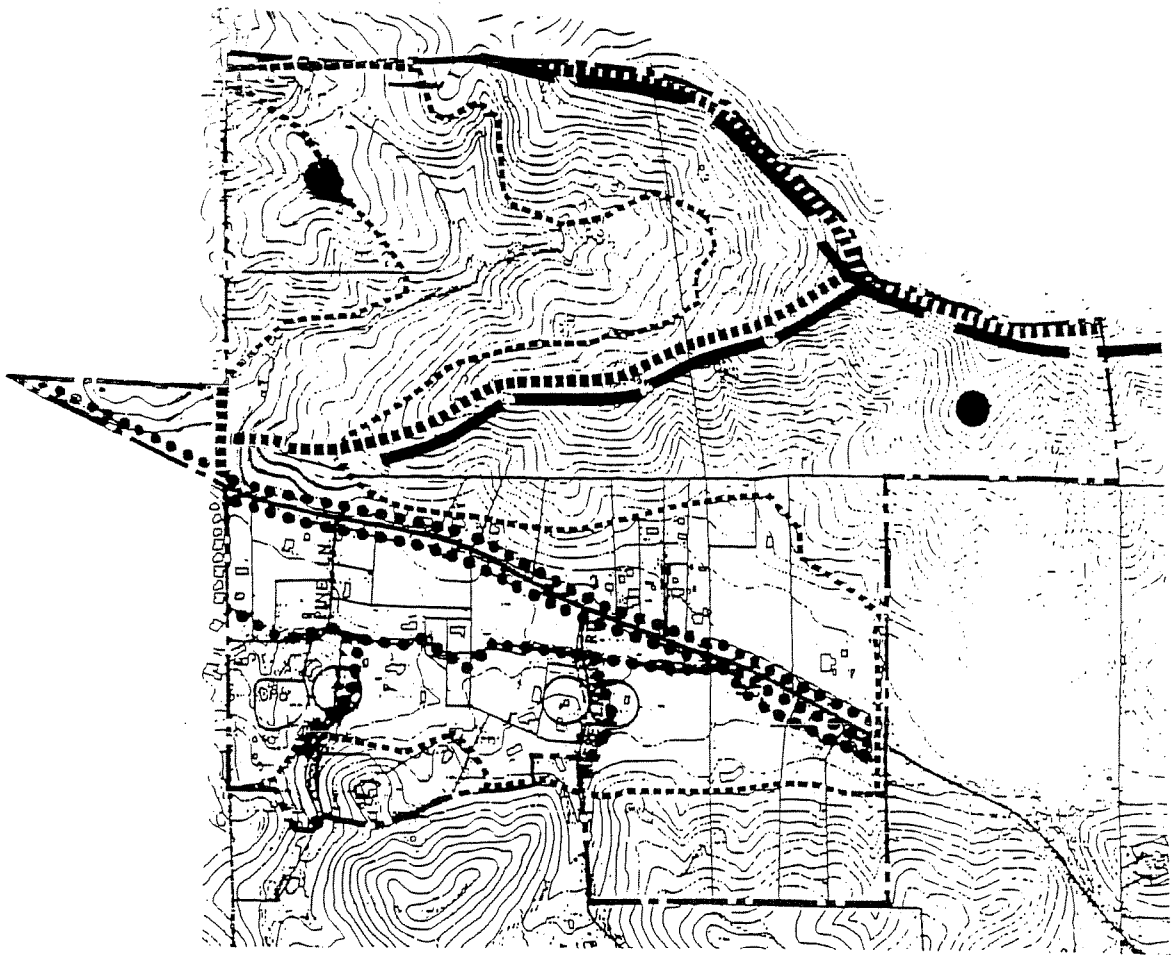
A. Agriculture and Open Space Preservation

Existing agricultural and open space uses are encouraged in areas within the study area where development does not occur. The following policies are intended to preserve these agricultural and open space uses.

Policy RE-1. No lands outside the limit of urban development identified in Figure 7 shall be developed for urban uses under this Plan. Urban development is defined as any development which exceeds a density of 1.1 units per acre.

Most areas within the proposed limit line are already targeted for development under this Specific Plan. The limits of development have been set based on topography and natural features. Urban development is generally limited to the relatively flat valley of Mount Diablo Creek, which terminates at the end of existing rural development and the start of open range land. Additional urban development is allowed in valleys where it will not be highly visible from Marsh Creek Road or existing portions of Clayton, which will ensure that the existing rural qualities of the hill slopes along Marsh Creek Road are preserved.

Policy RE-2. When any parcel is subdivided for development under the Specific Plan, the title or development rights to those portions of the parcel designated as Open Space in this plan, shall be offered in perpetuity to the City, East Bay Regional Park District, the State of California, or another appropriate public agency, or non-profit land trust. If development rights are vested with one of the organizations listed above, it shall be so noted on the deed. The title to and maintenance responsibility for the undeveloped areas may be transferred to a Homeowners Association.



MARSH
CREEK
ROAD
SPECIFIC
PLAN

■ ■ ■
FIGURE 7

Plan Conservation Features
Amended by Resolution 14-2005, dated 4/5/05

This will ensure that open space immediately adjacent to developed areas is maintained. A similar, alternative method of open space preservation may be considered by the City if it is proposed by a developer.

Policy RE-3. No single loaded public or private streets shall be built where they would face on to land designated for Agriculture within the General Plan. A "single loaded street" is a street with houses on only one side of it.

Single loaded streets (public or private) tend to encourage growth and development on the undeveloped side of the street. This policy discourages such growth inducement. This policy does not, however, apply to private driveways that have granted the City an easement (minimum 5 feet wide) along the undeveloped side of the driveway. This City easement would prevent access across it without City consent.

B. Creek Preservation and Enhancement

Policy RE-4. Development along the major creeks in the study area shall include creek preservation and enhancement programs. Any creek preservation and enhancement programs may occur only if found appropriate through site-specific review by the City.

Targeted creeks include Mount Diablo Creek, Russellmann Creek, and two others without common names, which have been designated as "Oak Creek" and "Holmes Creek" in this plan. No development other than trails shall be allowed within specified buffer zones along any of these creeks. An exception shall be permitted to allow infrastructure (e.g., water, sewer, gas, electric, telephone, cable) to be undergrounded within roads or fire lanes currently existing within specified buffer zones. Landowners shall be encouraged to enhance these creeks by recreating natural channels, planting native vegetation and using naturalistic flood and erosion control techniques. Where enhancement projects are undertaken, creek setbacks will be reduced incrementally, creating an impetus for landowners to include enhancement projects in developments. Creek enhancement guidelines are included in Policy DD-8 and its sub-sections. Creek banks will also be locations for trails in the study area, as described below.

"Oak" and "Holmes" creek are recognized as separate from Mt. Diablo and Russellmann creeks due to their substantially different physical and hydrological characteristics. Roads and infrastructure may be located within specified buffer zones along "Oak" and "Holmes" creeks if creek enhancement projects are performed. All creek enhancement projects will be reviewed by the Planning Commission.

C. Sensitive Zones

Figure 8 shows sensitive zones in the study area as identified in this Specific Plan. Sensitive zones include riparian corridors, ridgelines, chaparral, serpentine, existing easements, and slopes of 40 percent and above.

As stated in the various policies of this plan, these sensitive zones are generally not appropriate for urban levels of development (above one unit per acre), and should be studied closely before rural or ranchette development occurs in them.

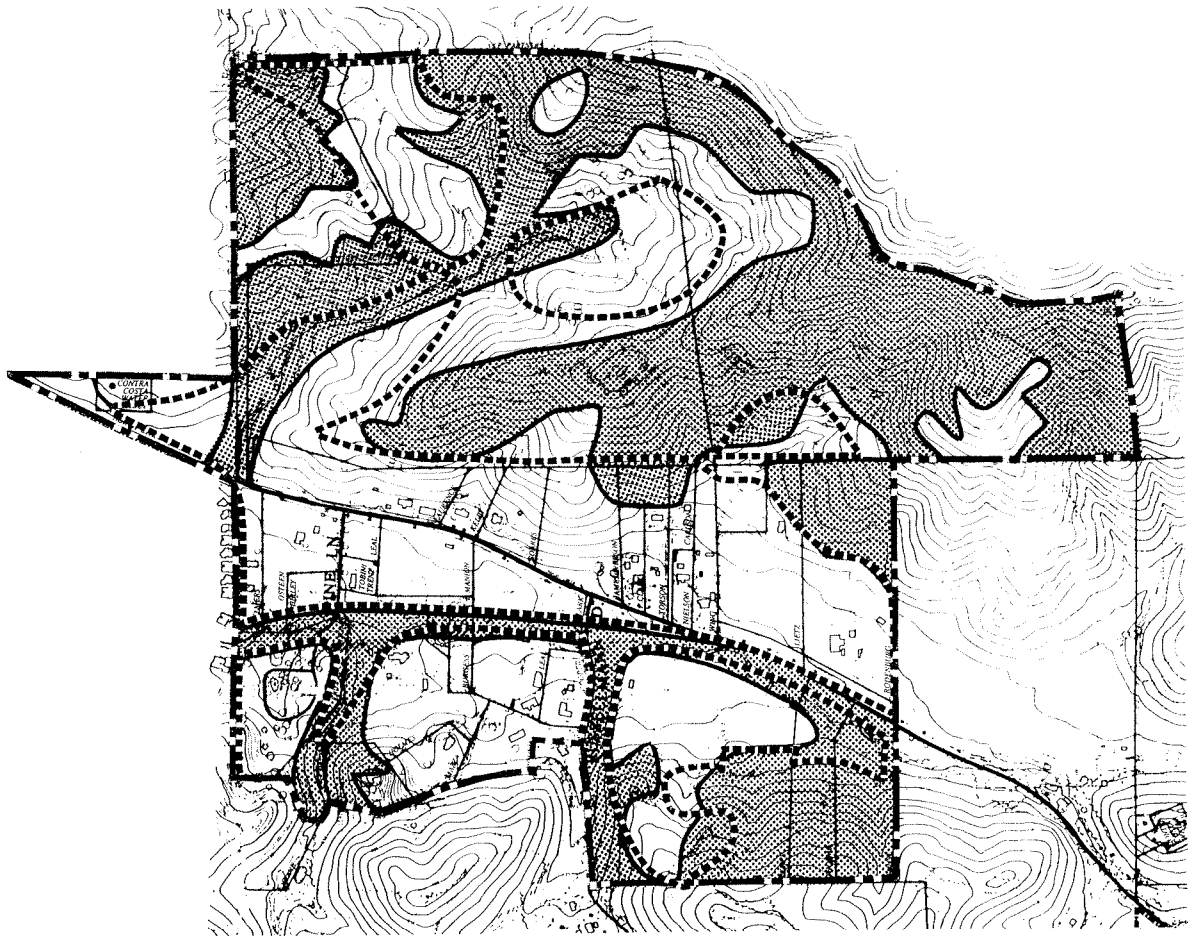
The boundaries shown on Figure 8 for both sensitive zones and development areas are only approximate, and will require confirmation when site-specific projects are proposed. Particular care will be required where development areas are shown as overlapping with sensitive zones.

D. Trail Network

Policy RE-5. A trail network shall be constructed in the study area along the Mt. Diablo Creek corridor, and it shall be encouraged in other locations to connect to parks, Mount Diablo, Black Diamond Mine Regional Preserve and Contra Loma Regional Park.

On parcels to be developed, trails will be built to the specifications shown in the Design and Development Standards, provided that they are not redundant with planned sidewalks and would not require inordinate amounts of grading. Trail construction by a developer shall generally be a condition of approval for an individual development project unless an exception is made by the City. Trails are used heavily by Clayton residents, and new residents will demand trails as well. Thus the construction of trails will be a benefit to the individual projects involved.

In other locations, trails will be built to connect the study area with surrounding open space areas, provided that arrangements can be made with individual property owners for their construction and maintenance. Since most of these potential trails would run through private property that is subject to only limited development under the Specific Plan, the City may have difficulty in completing this trail system. However, inclusion of these potential alignments in the Specific Plan will ensure an appropriate direction for future trail planning.



Legend



- Sensitive Zones:**
- Riparian Corridors
 - Chaparral
 - Serpentine
 - Easements
 - Slopes 40% and over
 - Knolls
 - Portions of the West Face of Keller Ridge with Slopes over 26%

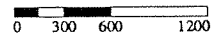


General Limits of Specific Plan Development

Areas where development is projected in sensitive zones will require further study before development proceeds.



5 Acres



Scale in Feet

MARSH CREEK ROAD SPECIFIC PLAN



FIGURE 8

**Sensitive Zones in
the Study Area**

Chapter VII DESIGN AND DEVELOPMENT STANDARDS



These Design and Development Guidelines offer a tool to designers and builders to retain and enhance the character of the planning area as it develops. They will be used by the City to evaluate development proposals. The Guidelines will direct future development to reflect the planning area's rural nature.

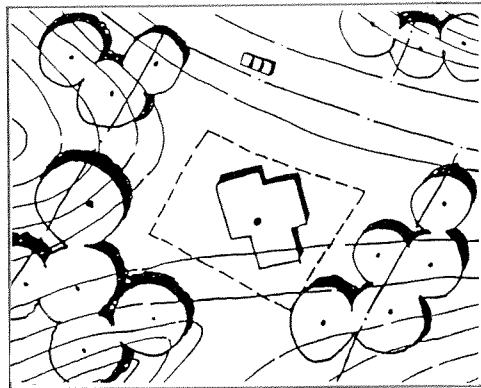
These Design Guidelines apply to all portions of the planning area subject to development under the specific plan. They address six primary topics:

- Site Planning
- Creek Corridors
- Streetscape and Landscape Architecture
- Residential Architecture
- Energy and Resource Conservation
- Commercial Development

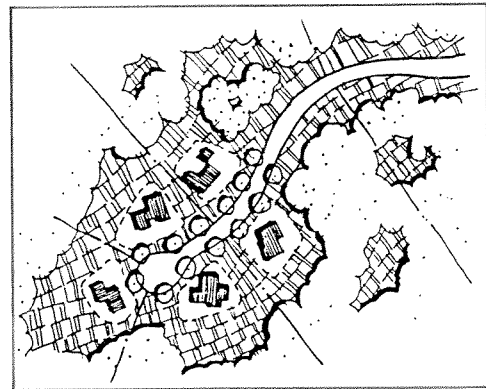
A. Residential Site Planning

Policy DD-1: Each development plan shall indicate building envelopes for each lot within the Ranchette Residential, Rural Residential, Low Density and Medium Density designations.

DD-1a. Definition. Building envelopes are areas shown in plan that define the portion of a parcel that may be developed with residences, paving, parking or ancillary structures. Areas outside of building envelopes are to be part of private parcels, but are to remain in open space, gardening, grazing, or agricultural use. Areas outside of building envelopes may also be used for driveways, swimming pools, or spas. A diagram of a building envelope is shown in Figure A on the next page.



A



B

DD-1b. Goals. The use of building envelopes for planning purposes will protect the visual and physical quality of the Marsh Creek Road scenic corridor, riparian areas and hillsides. Envelopes shall also respond to long range vistas, site-specific topography and vegetation.

DD-1c. Envelope sizes. Maximum building envelope areas by density are:

- 12,000 square feet for Ranchette Residential.
- 8,000 square feet for Rural Residential, Low and Medium Density Residential.

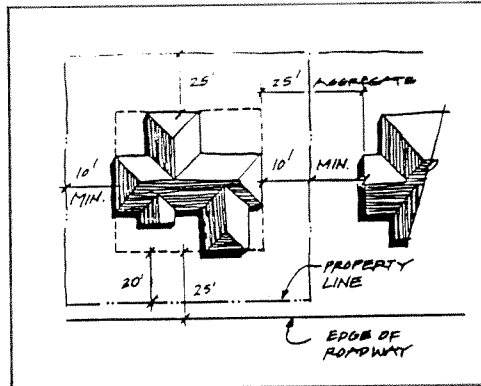
These envelope sizes may be expanded by 20% on any lot where all construction is only one story tall and when such an allowance would not conflict with General Plan lot coverage standards.

Since lots in the Suburban Density Residential area would be relatively small, no building envelopes are required, but the setbacks described below must be followed.

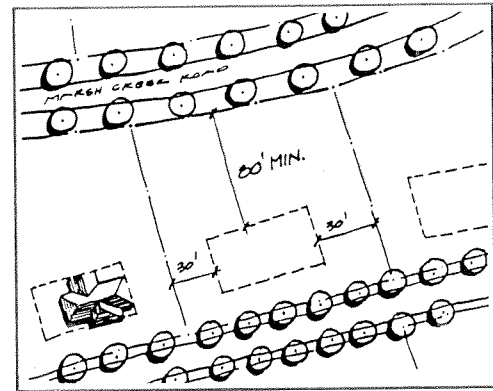
DD-1d. Envelope delineation. Proposed building envelopes shall be delineated by a project proponent in any application for development. The natural features, slopes, vegetation and views that the envelopes preserve are to be indicated clearly.

DD-1e. Envelope orientation. Building envelopes should be oriented parallel to a site's slope so that grading is minimized.

DD-1f. Envelope siting. In Ranchette Residential areas, building envelopes should be arranged together near roadways and cul-de-sacs, as shown in Figure B. This will minimize grading, the length of access road and disturbance of open space.



A



B

Policy DD-2: All buildings in the Specific Plan area shall conform to the following building setbacks:

DD-2a. Standard setbacks. All buildings must conform to the following minimum setbacks, as shown in Figure A:

- Front property line: 25 feet to the edge of the paved street and 20 feet to the property line. The setback may be reduced to 15 feet to the property line for side-loaded garages only where the slope of the lot is 15 percent or greater.
- Rear property line: 25 feet.
- Side property line: 25 feet aggregate between two houses, with a ten foot minimum for each lot.

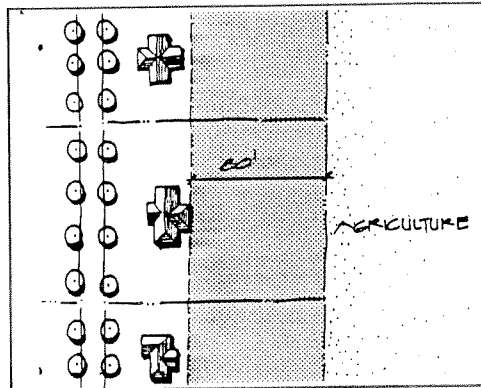
DD-2b. Front yard variation: Front yard setbacks shall be varied along each street.

DD-2c. Corner lots. Street side yards on corner lots shall have the same setbacks as front yards.

DD-2d. Marsh Creek Road. In order to preserve the rural character along Marsh Creek Road, a house on any parcel bordering the road's right-of-way shall have the following minimum setbacks, as shown in Figure B:

- Marsh Creek Road property line: 80 feet.
- Side property line: 30 feet.

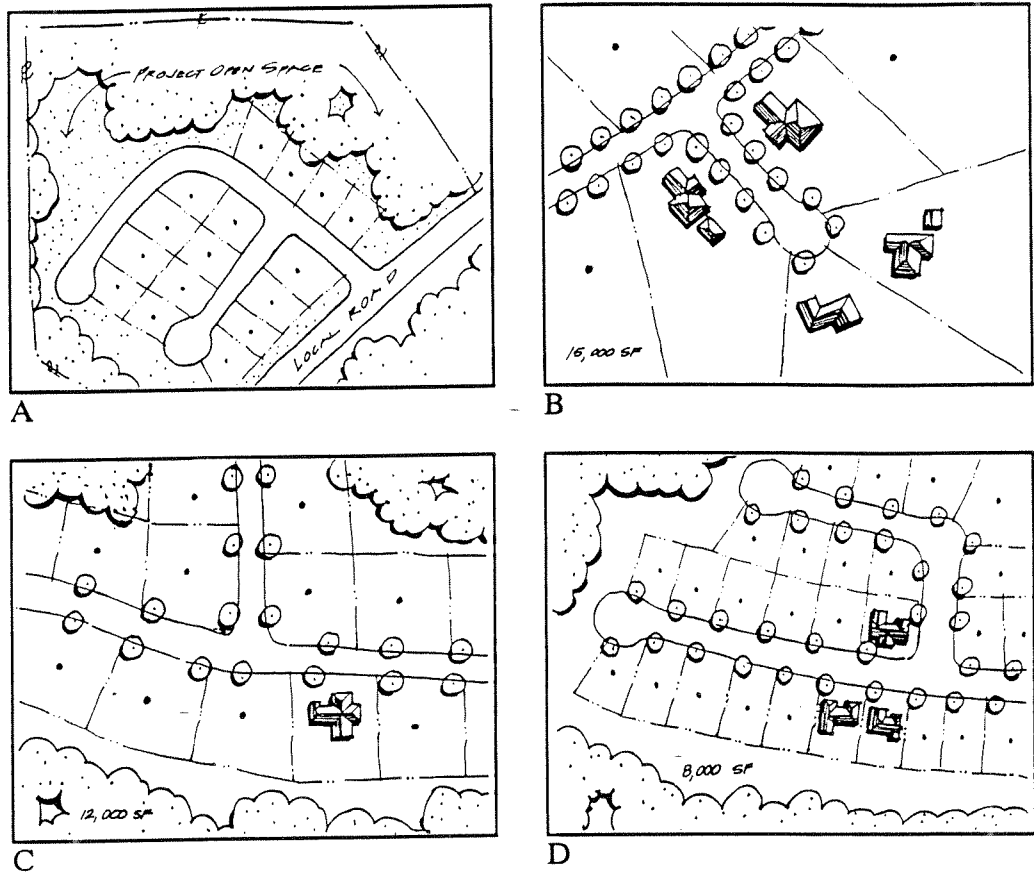
All buildings in development areas along Marsh Creek Road will generally be oriented away from the road through appropriate siting and screening of buildings.



A

DD-2e. Urban/agricultural interfaces. In order to create a separation between properties that will be developed at or above densities of one unit per acre and those properties that will be retained in active agricultural use, residences must be built with their backs to the active agricultural properties and must have rear yard setbacks of 80 feet. This is illustrated in Figure A.

DD-2f. Creek setbacks. Creek setbacks under this Specific Plan are described in Policies DD-8b through DD-8e.



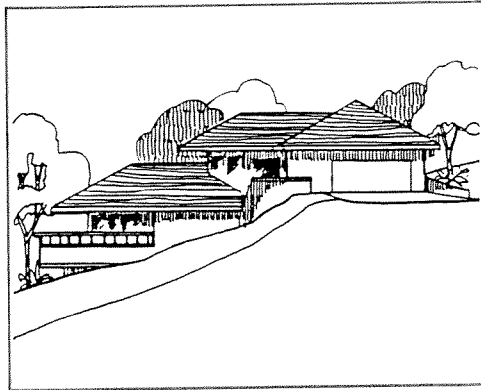
DD-2g. Exceptions. Setbacks may be changed based on site specific considerations such as trees, steep topography, road/trail crossings, or appropriate clustering.

Policy DD-3: Development clustering shall be encouraged in Low, Medium and Suburban Density development, provided that the Planning Commission finds that clustering does not result in a site plan that is overly dense or that impedes the conservation of natural or visual resources.

Development clustering places units on smaller lots than would be normally allowed by the development densities in an area, and preserves the remaining land as open space. This concept is illustrated in Figure A.

DD-3a. Minimum lot sizes. If development clustering occurs, minimum lot sizes must be maintained as follows:

- Low Density: 15,000 square feet (Figure B).
- Medium Density: 12,000 square feet (Figure C).
- Suburban Density: 8,000 square feet (Figure D).



A

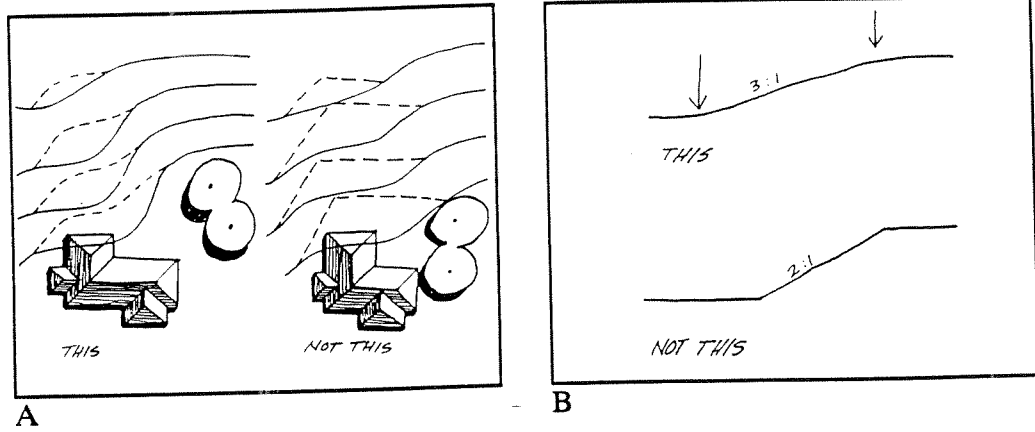
DD-3b. Ranchette and Rural Residential. Development clustering resulting in smaller lot sizes is not allowed within the Ranchette and Rural Residential land use designations, since these designations' intent is to create large lots with residences separated by rural lands.

Policy DD-4: The visual impacts of grading shall be minimized in the study area, both by limiting the amount of grading and by properly contouring areas where grading occurs.

DD-4a. Grading limitations. Site grading shall generally be limited to areas within the building footprint, under access roads and driveways, and where necessary to create modest yards or to correct unusual site conditions such as landslides.

DD-4b. Building forms. Buildings and roads should generally conform to the topography consistent with geotechnical recommendations. On sloping sites, buildings should have multiple levels, and be dug into and stepping down the hill, as shown in Figure A. No terracing flat pads shall occur in areas with natural slopes above 20 percent. For the purposes of this policy, "natural slopes" shall include those slopes that have been graded to make necessary landslide repairs.

DD-4c. Localized grading. More extensive grading may occur on a limited basis, if absolutely necessary, where it will improve the visual quality of a site. However, any grading shall be accomplished with sensitive contouring, varying slopes and gently rounding tops and toes of slopes into the natural grade.

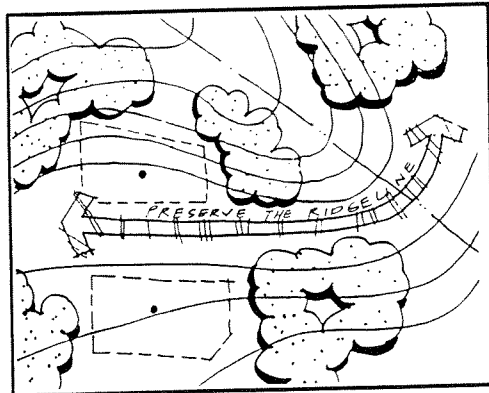


DD-4d. Visual quality. Where grading occurs, new slopes must be configured to retain the natural character of the site, as shown in Figure A. In plan view, new contour lines should be rounded to mimic natural contours. Graded slopes should undulate and should not result in relatively flat planes.

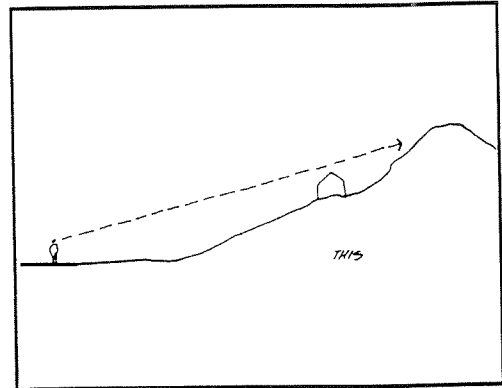
DD-4e. Slope steepness. No artificial slope should exceed the naturally occurring slopes in its immediate vicinity, and graded slopes greater than 3:1 are prohibited without special mitigation or circumstance. See Figure B.

DD-4f. Feathering. Graded areas should be "feathered" so that there are no abrupt transitions between flat areas and graded slopes, or between graded and ungraded areas, as shown in Figure B.

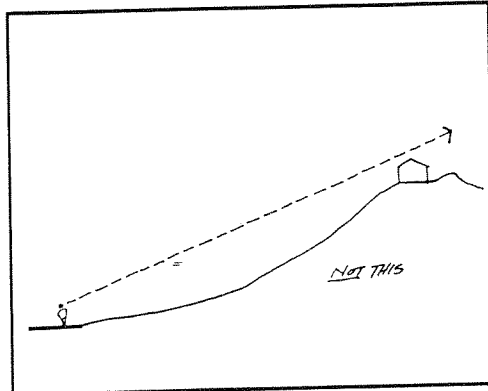
DD-4g. Grading plan. To aid in the evaluation of development proposals, all applicants shall submit grading plans at a minimum scale of 1" = 40' that clearly show the limits of areas to be graded, existing and proposed contour lines at 2-foot intervals, and the steepness of slopes that would be created through grading.



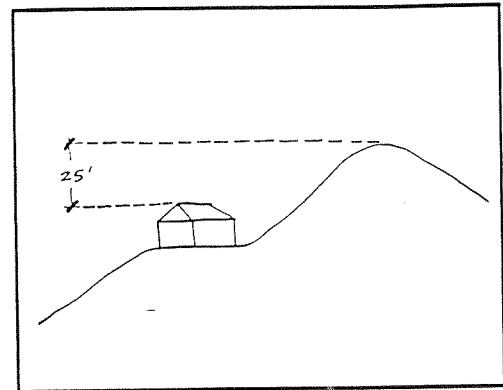
A



B



C



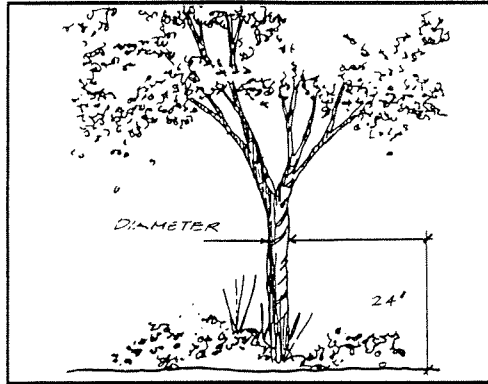
D

Policy DD-5: No development shall occur along the tops of ridgelines and knolls identified in Figure 7, as shown in Figure A.

DD-5a. Silhouetting. No development will be permitted where a structure would appear to be silhouetted against the sky when viewed from any point along Marsh Creek Road, or from any publicly owned open space, as illustrated in Figures B and C.

DD-5b. Distance from ridgeline. The minimum height difference between the top of a building and the top of ridge lines and knolls shall be 25 feet in areas which can be viewed from below along Marsh Creek Road or any publicly owned open space, as shown in Figure D, to ensure visual space between the rooftop and the ridgeline or knoll.

DD-5c. Grading. Grading is strongly discouraged within 25 vertical feet of the top of a ridge or knoll.



A

Policy DD-6: Existing trees should be retained wherever possible.

DD-6a. Tree identification. Each site plan shall include the outlines of the tree canopy on the entire site, and the trunk and canopy locations of all existing trees of 6" in diameter or greater, measured at 24 inches above grade, which are within 50 feet of the proposed limits of grading or construction. Measurement is illustrated in Figure A.

DD-6b. Large trees. Trees with a trunk diameter of 6" or greater at 24 inches above grade shall not be removed without specific review and approval by the City.

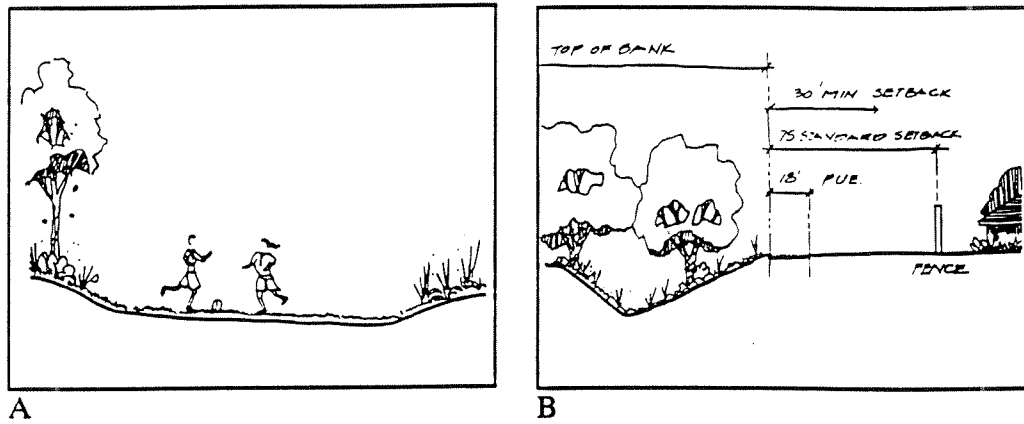
DD-6c. Trees outside building envelopes. Trees outside building envelopes or setbacks may not be removed unless removal is consistent with the Tree Preservation Ordinance.

DD-6d. Protection of oak trees. No development project under this Specific Plan shall result in the removal or damage of more than 25% of the oaks with a diameter of 6" or greater at 24 inches above grade within the area delineated after removal of all applicable setbacks.

DD-6e. Tree replacement. Any trees that are removed for a project shall be replaced with trees of a similar species, at a 2:1 ratio for trees in 24" boxes, or at a 3:1 ratio for trees in 15 gallon containers.

DD-6f. Arborist review. If a proposal calls for removal of any oak trees, or for the removal of more than five other trees, then an arborist shall be consulted, and his or her report submitted to the City, to verify the need for tree removal and to oversee the replacement of trees.

DD-6g. Christmas tree farm. Trees planted for harvest as part of the Christmas tree farm on the Temps property is exempt from the above provisions.



Policy DD-7: Detention basins shall be of sufficient size to contain storm water runoff during the rainy season, but should also be flat enough to be used as an open space or recreational amenity while dry. This is illustrated in Figure A.

B. Creek Corridor Preservation and Enhancement

Policy DD-8: Creek corridors in the planning area shall be preserved and enhanced.

DD-8a. Top of bank. Setbacks from creeks are defined by the "top of bank". In this Specific Plan, "top of bank" means the point where the banks of a creek change in slope from relatively vertical to the relatively flat areas next to the creek. Where no such bank exists, applicants shall create banks through the creek enhancement measures described below. The location of the "top of bank" shall be proposed by each individual project applicant and approved by the City Engineer on a case-by-case basis.

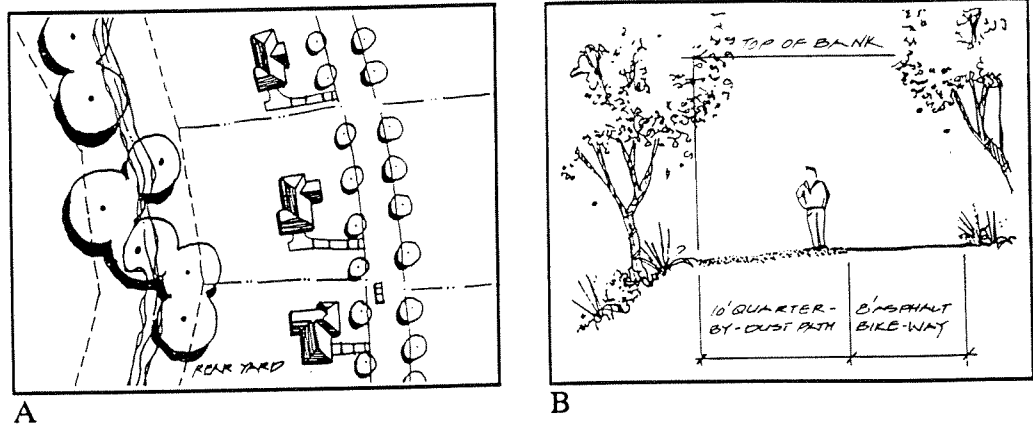
DD-8b. Minimum creek setbacks. In most cases, no building development, roadway construction or non-native or permanently irrigated landscaping shall occur within 75 feet of the top of bank of either side of a creek, as shown in Figure B. This setback may be reduced if creek enhancement projects are included in a development, as described below, but creek corridors shall not be less than 100 feet wide, including the creek channel, under any circumstances.

DD-8c. Uses in creek setbacks. Creek setbacks shall generally not be developed or landscaped for urban or suburban uses, including structures, roadways, yards, lawns or swimming pools, and shall be left in a natural state with riparian vegetation and trails. Creek setbacks may be crossed by bridges and roadways, provided that crossings run perpendicular to the creek and follow the guidelines in DD-8h. Exceptions to these use restrictions may be granted by the City upon findings of

hardship or unique circumstances while insuring that the flood, drainage, habitat, etc. values of the setback are maintained.

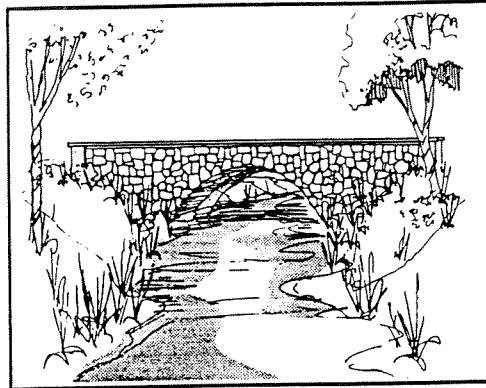
DD-8d. Setback ownership. Creek setbacks may be included in private lots and when they are, shall be counted in the overall site area for calculating density. Creek setback ownership is, however, encouraged to be vested in the City, another public agency, a non-profit preservation organization, a homeowners association or other appropriate entity to provide pathway and linear greenbelt access, maintenance and liability, and also to mitigate the environmental impacts resulting from development adjacent to creeks. These encouraged ownership options may be part of a creek enhancement project, as described below.

DD-8e. Creek enhancement. Naturally occurring creek channels in the planning area have been degraded and culverted in many areas. Development proposals in these areas should include enhancement of the creek channels to provide adequate flood conveyance and create natural looking creek corridors, including retention of existing native vegetation, planting of new native vegetation, naturalistic erosion control measures, biotechnical slope stabilization and prohibition of grazing. Where significant creek enhancement is completed as a part of a project, the required creek setback may be reduced by the City to help to off-set the costs of enhancement, down to a minimum of 30 feet from top of bank, provided that the total creek corridor shall not be less than 100 feet. Specific standards for creek enhancement shall be included in individual development plans.

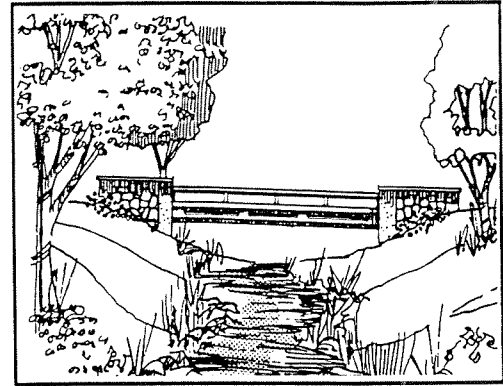


DD-8f. Lot orientation. As illustrated in Figure A, private lots should generally back up to creeks and drainage channels, in order to limit public access to the creek to a limited number of designated locations.

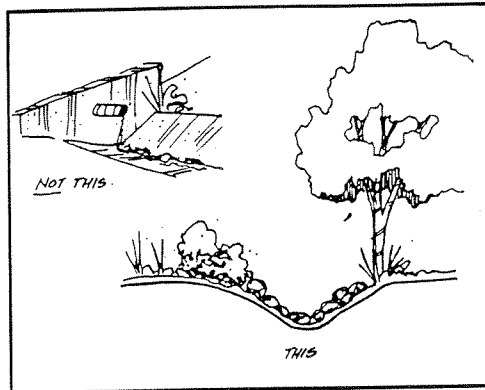
DD-8g. Creekside trails. In addition to creek enhancement, multi-use paths offering pedestrian, bicycle and equestrian access shall be developed along one side of the tops of the banks of Mt. Diablo Creek, Russellmann Creek, and the creek on the Holmes property, in the areas shown in Figure 7, unless such a path would be redundant with a sidewalk adjacent to it. These paths are intended to meet the needs of residents whose lots are adjacent to the creek corridors. Where possible, a path with a typical cross-section shown in Figure B should be constructed, but narrower paths may be necessary to preserve habitat or to reduce potentially damaging grading in some areas. The City will ensure coordination of creekside trails between developments in its review of applicant's plans for individual projects. Access to paths will be gained at street crossings over creeks and from open-ended cul-de-sacs.



A



B

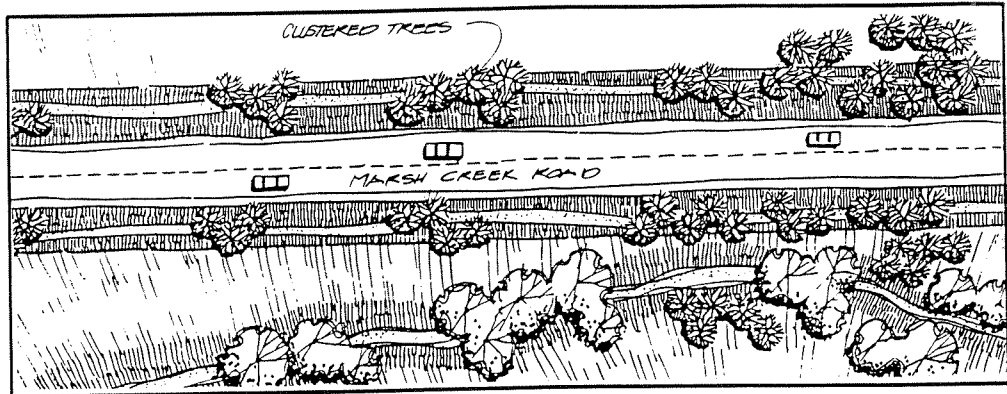


C

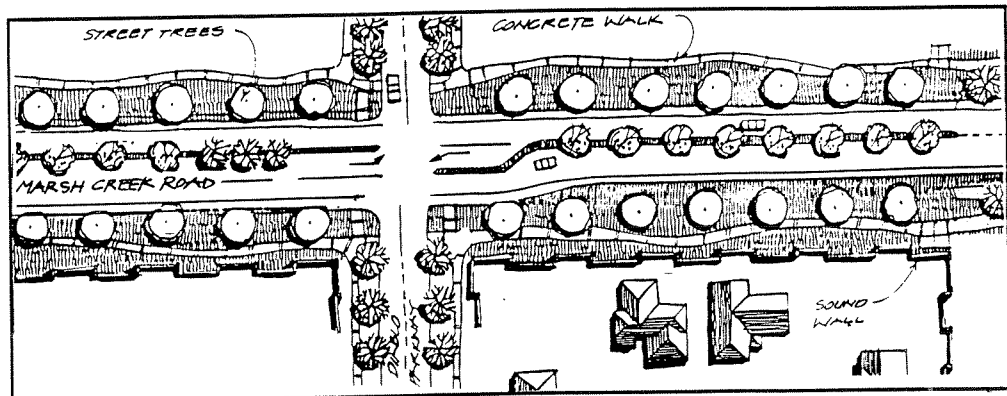
DD-8h. Creek crossings. Creek crossings should be constructed of non-flammable materials and designed as aesthetic and practical bridges or arched culverts, with solid, fascia-covered footings and a rural character. Bridge rails should be low and semi-transparent so as to not obstruct views. Bridges should be designed to span the creek without reducing the effective flow of the stream, and should generally have footings that avoid the limits of flow of the one hundred-year storm. Acceptable examples are shown in Figures A and B.

DD-8i. Drainage channels. Underground creek culverts and pipes should be avoided. Drainage channels should only be developed where absolutely necessary to convey storm flows to existing creek channels, and should have the visual character of naturally occurring creeks. Drainage channels should follow meandering courses, be planted with native vegetation, and be stabilized with rock linings or similar materials rather than smooth concrete. Examples are shown in Figure C.

DD-8j. Outfalls. Pipe outfalls from development areas into creeks shall be designed to blend into the banks of the creek and should be directed downstream, rather than perpendicular to the creek channel. Rock aprons at the outfall should be designed to appear as natural rock outcrops, not aprons of loose stone. Headwalls should be faced with natural-appearing stone, or textured to resemble stone, rather than smooth finished. Biotechnical slope protection should be used where possible around discharge points.



A



B

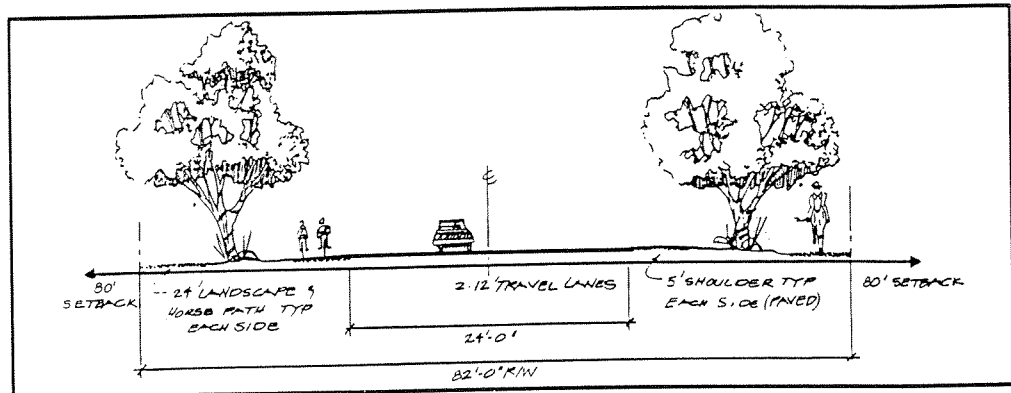
C. Streetscape and Landscape Architecture

Policy DD-9: In order to protect the scenic quality of Marsh Creek Road, the streetscape should reflect the rural character of the planning area.

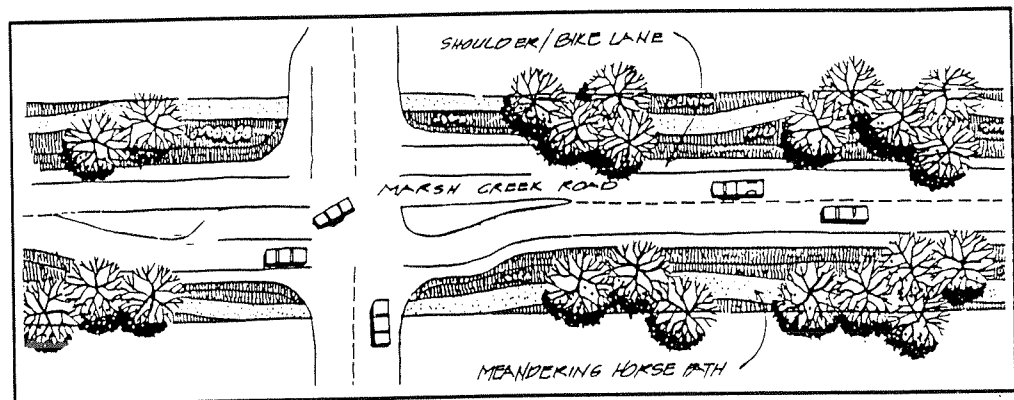
Streetscape features proposed for Marsh Creek Road are shown in Figure 9, and policies for the detailed design of Marsh Creek Road are included in Policy CI-3.

DD-9a. Gateways. The transitional nature of urban development within the study area along Marsh Creek Road will be defined with two different gateways in the study area, both of which will make use of existing street trees.

- The "Rural Gateway", shown in Figure A, will mark the transition from rural eastern Contra Costa County to the rural-residential portion of the study area. Located where Mt. Diablo Creek is closest to Marsh Creek Road, the plantings in this gateway will consist of oaks, madrones, alders and other types of native, riparian trees, planted on both sides of the road.



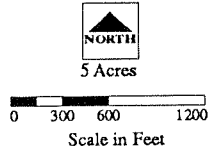
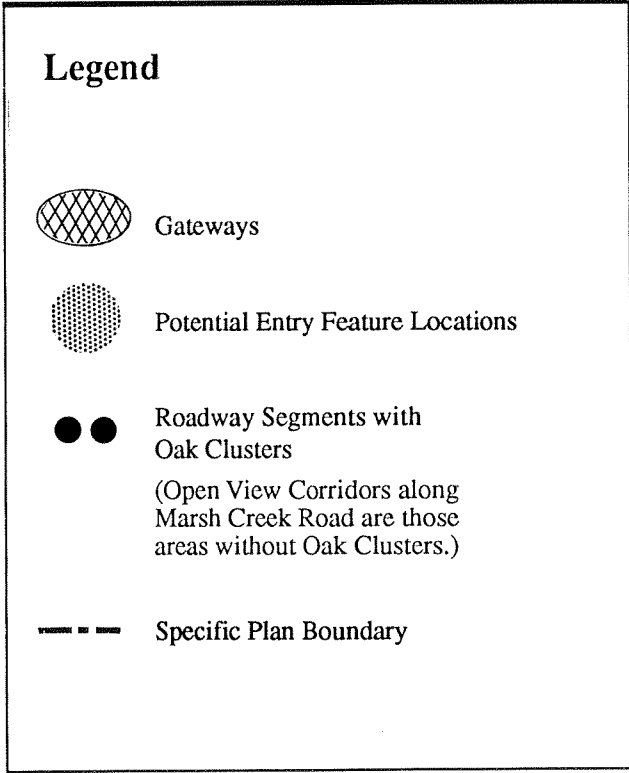
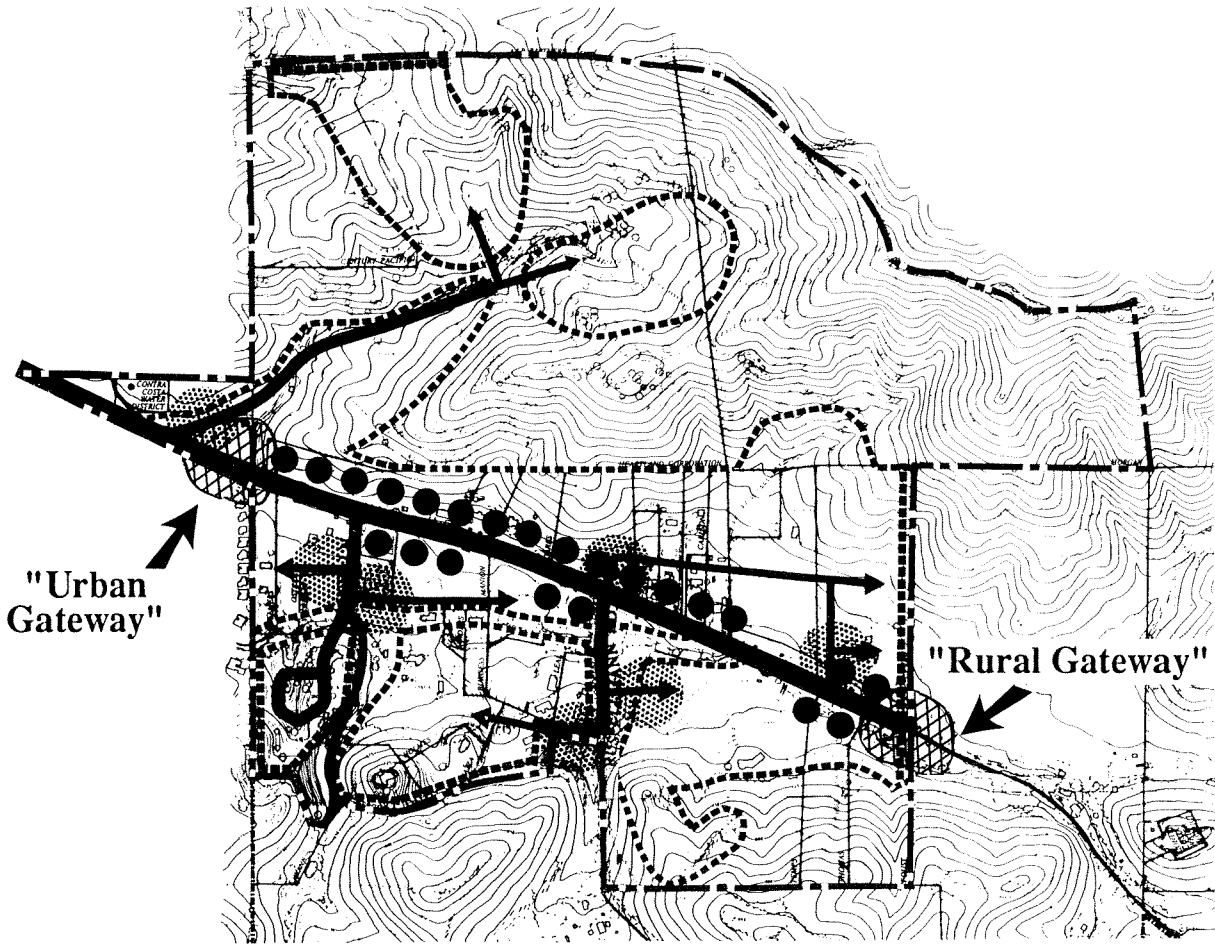
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B

- The "Urban Gateway", shown in Figure B (on the preceding page), will create the transition from the study area into more urbanized portions of Clayton. It will incorporate and complement the regular planting of street trees already present along the northern edge of Regency Meadows, and include a similar regular planting on the north side of the street.

DD-9b. Streetscape. Along Marsh Creek Road between the two gateways, both of the road's edges will have 24 foot landscape corridors accommodating a meandering pedestrian/equestrian path and clustered plantings of Valley Oaks, as illustrated in Figures A and B. Oaks will be planted in groups of three to five, with irregular spacings of 50 to 100 feet, but without any trees in the view corridor areas shown without trees in Figure 9. In areas between oaks, a low understory planting of native plants, grasses and wildflowers will be planted, including manzanita, monkeyflower, and California golden poppy.

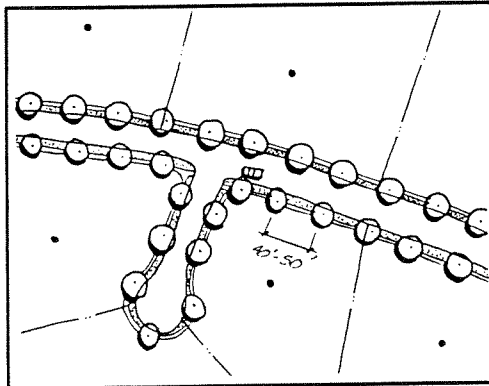


MARSH
CREEK
ROAD
SPECIFIC
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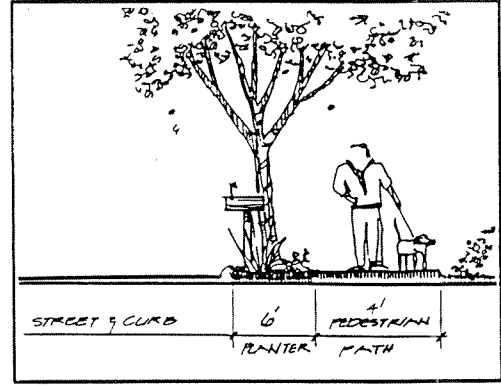


FIGURE 9

Streetscape Concepts



A

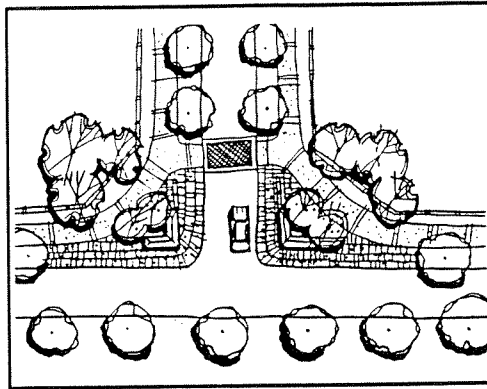


B

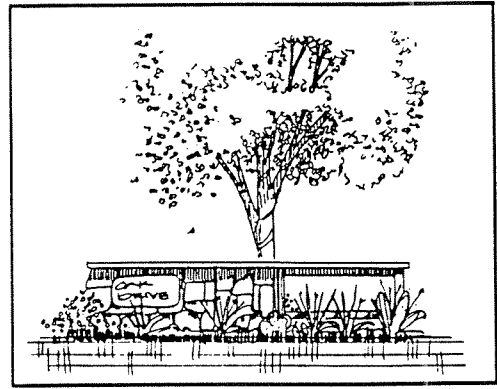
Policy DD-10: Each development area in the planning area should have a defined rural neighborhood character.

DD-10a. Street trees. Each collector or local road should be planted with trees. In flat areas, trees should be planted 40 to 50 feet apart, as shown in Figure A. In hillside areas, trees may be planted at regular intervals or in informal groups of two to five. With time, these trees will become very large, and will reinforce the rural-residential quality of the area.

DD-10b. Pathways. Local roads should not have monolithic curbs, gutters and sidewalks. Instead, where sidewalks are required they should be constructed of asphalt, decomposed granite or quarter-by dust in a polymer base, or another universally accessible material with a rural character. These walkways should be separated from the roadway by a minimum 6-foot planting strip to accommodate street trees and mail boxes, as illustrated in Figure B.



A



B

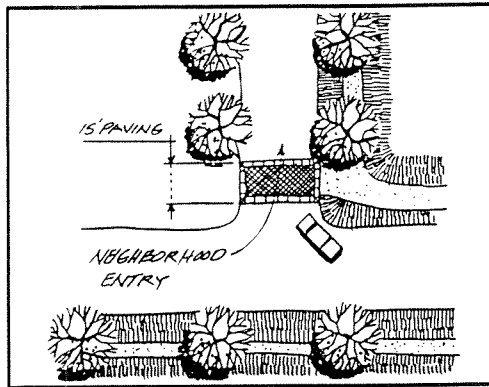
DD-10c. Curbs. Curbs on study area streets may be rolled or squared, or may be omitted entirely if adequate provisions for street storm drainage are included in street design. However, no rolled curbs may be used in lieu of a formal curb cut. Omission of curbs is encouraged since roadside drainage through swales allows for infiltration and decreases runoff and water pollution.

Policy DD-11: Primary entry features should be constructed at junctions of neighborhood entry roads with Marsh Creek Road, Oak Creek Canyon Drive, Pine Lane and Russellmann Road. They should be designed with sensitivity to the setting, and should reflect the rural character of the area.

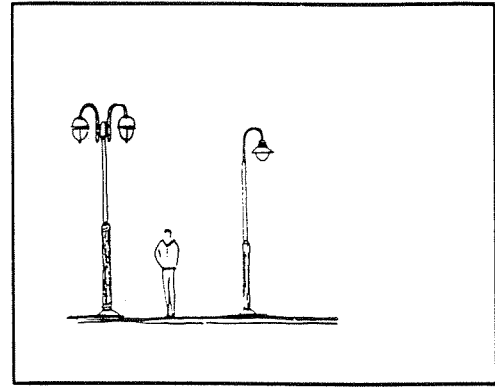
DD-11a. Entry feature locations. Entry features should be located only at the points shown on Figure 9.

DD-11b. Materials and treatment. Entry features should include traditional, rural materials such as windrow planting, field stone walls, columns or rail fences. Highly reflective or machined materials are discouraged. An elevation and plan of an acceptable entry are shown in Figures A and B.

DD-11c. Entry feature height. Entry feature height should be appropriate to the specific setting, in the range of 3½ feet to 8 feet tall.



A



B

DD-11d. Entry feature lighting. Entry feature lighting should be ground mounted and directed inward to illuminate entry features, and should be minimized so as not to produce glare and safety hazards.

DD-11e. Decorative paving. Decorative paving materials should be used to establish a definite transition between rural roads and individual neighborhoods, and should have widths of approximately 15 feet, as shown in Figure A.

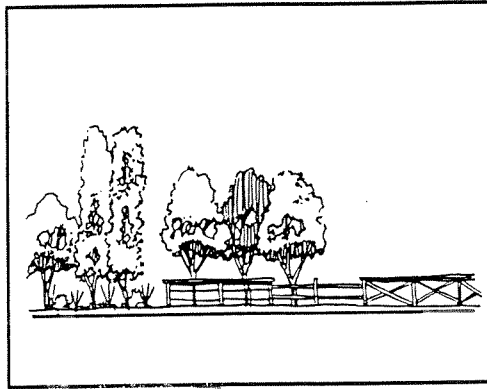
Policy DD-12: In residential neighborhoods, street lighting should be considered an integral part of roadway design, and should not be added as an afterthought.

DD-12a. Lighting locations. Roadway intersections in residential neighborhoods should be sufficiently lit with appropriate streetlights. Few streetlights, if any, should be provided along continuous stretches of local roadways or in ranchette areas. Lighting should be located in a manner that minimizes the impact of lighting upon adjacent buildings and properties.

DD-12b. Lighting directions. Street lighting should be oriented downward with no splay of light off-site.

DD-12c. Lamp design. Streetlamps should be designed or selected to match the rural residential character of the area, as shown in Figure B.

DD-12d. Lamp height. Streetlights should not exceed 18 feet in height.



A

Policy DD-13: Fences and screening should be minimized and reflect the area's rural quality.

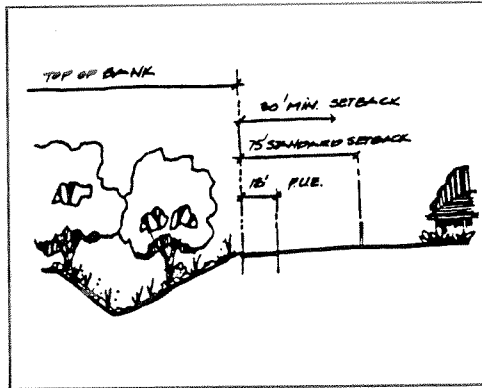
DD-13a. Fence types. Some appropriate fence types for the area include low split rails or peeler posts, architectural wire and fences with vines or shrubs, as shown in Figure A. Windrow or orchard tree planting can also create screening within the rural spirit of the area. The overall fencing scheme in a development should be cohesive. It should include variety, but should not be random.

DD-13b. Allowed fences. Fences should be visually permeable and no more than four feet tall where they are outside of building envelopes defined in this Specific Plan. Within building envelopes, fences may be up to six feet tall and/or solid, but only if necessary for reasons such as safety, noise insulation or to pen pets. A desire for privacy will generally not be considered an adequate reason for a solid fence. Conformance with this policy shall be required in the Ranchette and Rural Residential designations. In denser areas, conformance is encouraged but not required.

DD-13c. Sound walls. No concrete or masonry sound walls should be constructed for noise mitigation in the study area. All exterior noise mitigation should occur through site design, berms or wooden fences built within building envelopes.

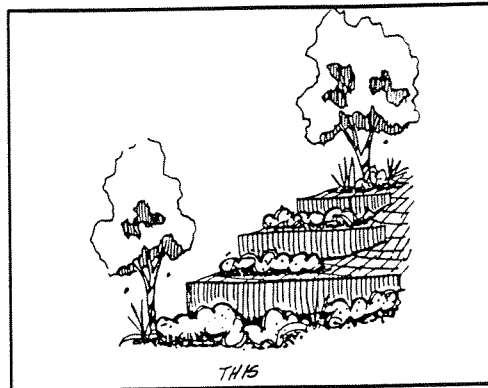
DD-13d. Neighborhood continuity. Specific standards for fence design should be determined within each neighborhood in order to retain neighborhood continuity.

DD-13e. Marsh Creek Road. A low fence should be installed along all property lines along Marsh Creek Road to create visual continuity along the road.

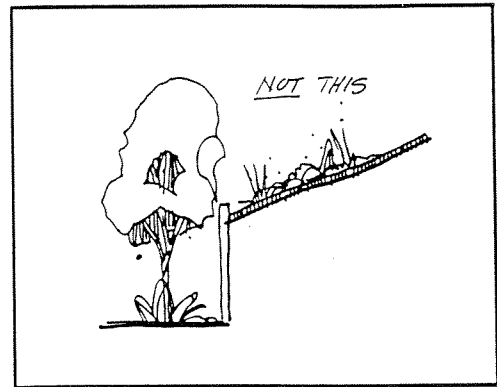


A

DD-13f. Creeks. Low fences that meet the requirements listed in DD-13a should be installed along property lines or easements that adjoin creek corridors to keep residents from mistakenly encroaching into the creek setback. An illustration is shown in Figure A.



A



B

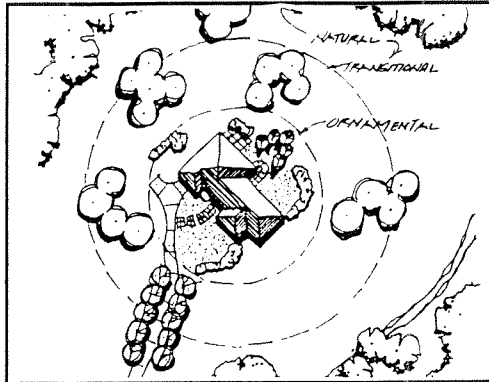
Policy DD-14: Retaining walls should be avoided whenever possible in the planning area, for both building and road construction, and should be designed to be architecturally cohesive with development. Low stepped walls, angled or landscaped walls, or screened walls are preferable to a single retaining wall of hard materials.

DD-14a. Retaining wall materials. Where absolutely necessary, retaining walls for buildings, yards, roads or other construction should be made of chipped face cinder block, interlocking concrete masonry unit (CMU) systems, treated concrete surfaces (such as colored, blasted or textured), applied fascias such as field stone, or wood walls. Glossy or untreated masonry materials and materials such as Crib-Lock shall not be allowed.

DD-14b. Treatment. Retaining walls on private lots should be of the same material and design as the lot's house to appear as an integral extension of it.

DD-14c. Stepping. As shown in Figures A and B, retaining walls should be stepped down a slope, rather than designed as a single vertical wall.

DD-14d. Retaining wall review. Retaining walls requiring a building permit shall be subject to site plan review by the Planning Commission.



A

Policy DD-15: Landscaping should be consistent with the palette of plants naturally occurring in the planning area.

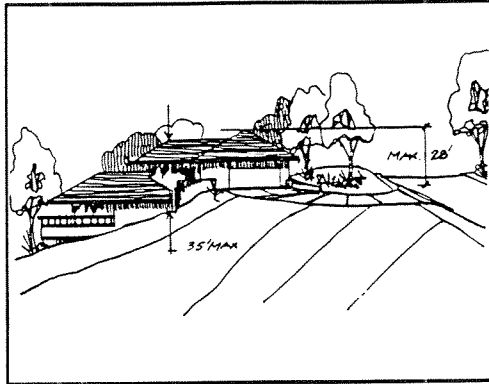
DD-15a. Landscape transition. As shown in Figure A, landscaping around a house should fall into three concentric areas around the structure:

- Ornamental landscaping, which most closely surrounds the house and may include exotic species, lawns, and other plant types that are not typical of the area. Ornamental landscaping should be completely within the building envelope.
- Transitional landscaping, which forms a second ring around the house, may include some exotic species, but should be relatively drought tolerant and should have the general appearance of native vegetation in the area.
- Native landscaping, which forms the outermost ring, should include only native species typical of the area, planted to resemble the natural vegetation pattern. Wild, untended landscapes are preferred in this area.

This landscape scheme should be followed most closely in the Ranchette, Rural and Low Density areas, where lots will be relatively large, but may be applied with some modification in denser development areas as well.

DD-15b. Turf. As a means to conserve water and maintain landscaping consistent with the natural surroundings, areas of turf or lawn should be limited to the minimum necessary for recreation and active use.

DD-15c. Drought tolerant landscaping. All streetscape and on-site landscaping in the study area should be drought tolerant, in accordance with the City's Water Conserving Landscape Ordinance.



A

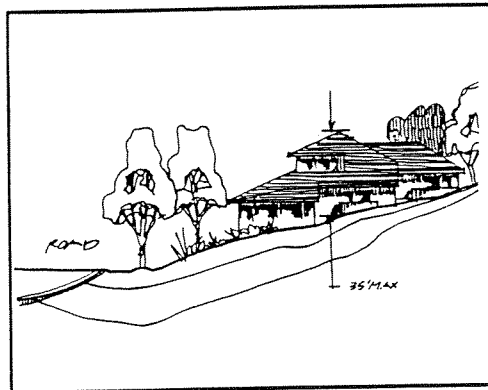
DD-15d. Drainage needs. Landscaping and spot grading should accommodate increased runoff that results from site development by directing runoff into vegetated areas.

D. Residential Architecture and Building Design

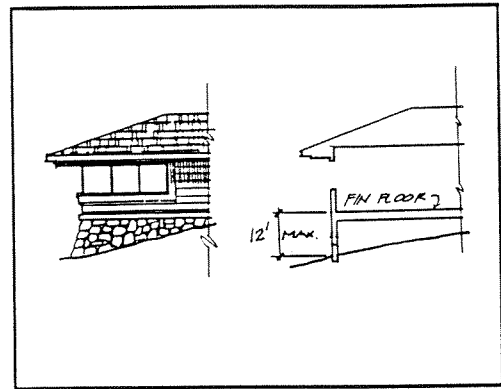
Policy DD-16: All buildings shall conform to the maximum building heights in the planning area. These heights vary depending on topography, and are generally intended to require buildings to conform to their underlying topography.

DD-16a. Flatland and low slope development. Flat and low slope (0-20% slope) construction shall not exceed 35 feet in height.

DD-16b. Downslope development. Downslope sites are those with slopes over 20% where the roadway is at the top of the slope. On these sites, houses should appear to have one story front elevations with a maximum height of 28 feet above grade at the front of the house. These homes should terrace down the slope, and shall follow a low profile no more than 35 feet above finished grade at any point of construction. This is illustrated in Figure A.



A

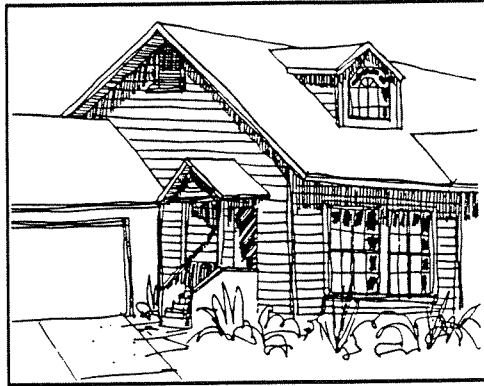


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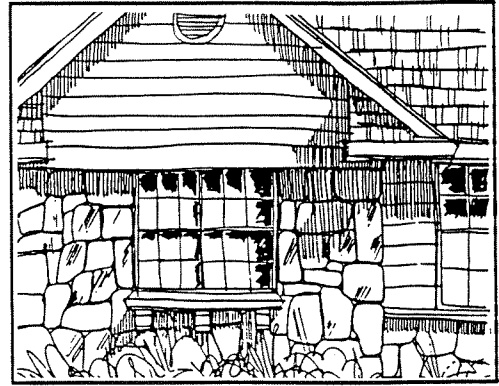
DD-16c. Upslope development. Upslope sites are those with slopes over 20% where the roadway is at the bottom of the slope. As shown in Figure A, houses on these sites should be terraced to follow the slope, and may not exceed more than 35 feet above the finished grade at any point of construction.

DD-16d. Street level entry. Where practical, the main entry to a house should be located at or near street level to create a presence for the building on the street.

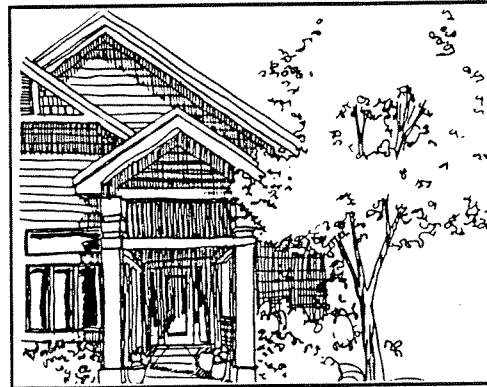
DD-16e. Under-building screening. As shown in Figure B, the distance between the lowest floor of a structure and finished grade where it meets that floor shall not exceed six feet without articulation, or twelve feet total. Such areas must be covered with finished walls, and may not be left open.



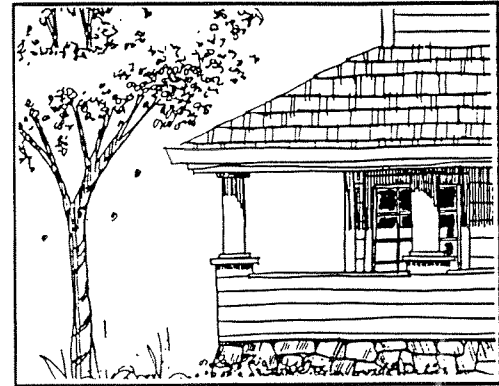
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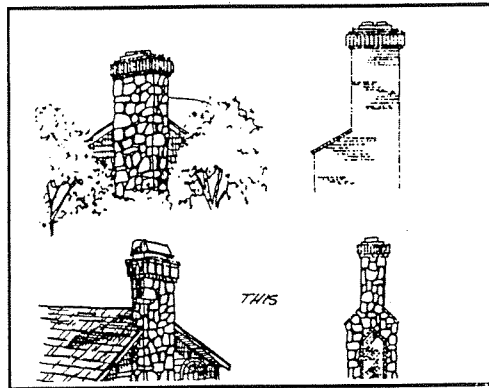


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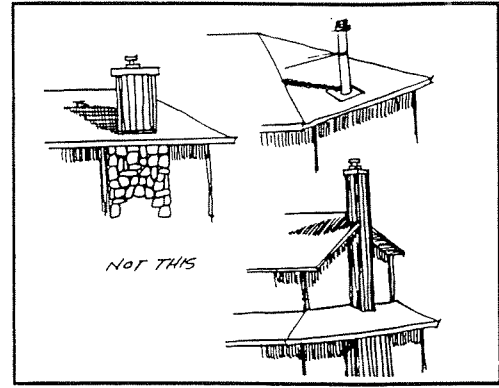
Policy DD-17: Architectural style should reflect traditional rural architecture and the study area's rural character and mild climate, and emphasize the idea of a cohesive community.

DD-17a. Architectural style. Simple detailing is preferred. Architecture in the study area should not copy an imported style such as Tudor or Spanish, and should not visually compete with surrounding buildings. Acceptable examples are shown in Figures A through D.

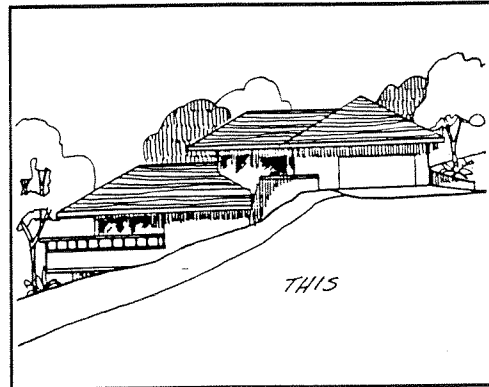
DD-17b. Building articulation. All sides of residences constructed in the study area should be detailed and articulated with relief elements and changes in plane. No wall should extend more than 24 linear feet without a change in plane or other form of articulation such as a bay window, chimney, trellis or change in materials. These features will create depth and interest on building facades.



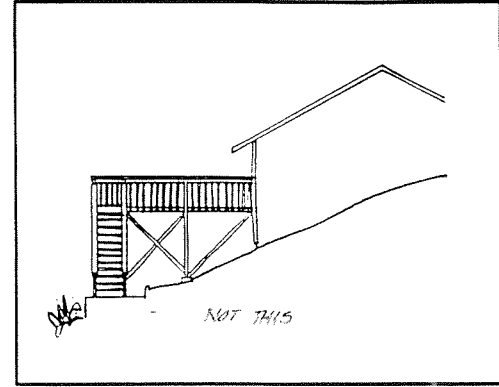
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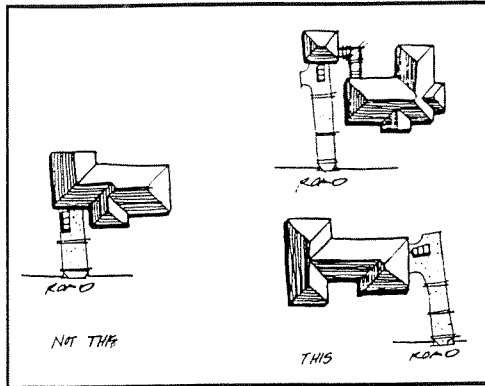
DD-17c. Finishes. Materials traditionally used in rural areas of northern California are preferred, particularly horizontal wood siding, shingles, and fieldstone bases. Plywood and other sheet siding materials should be avoided.

DD-17d. Exterior colors. Finish colors should emphasize earth tones, and avoid reflective colors.

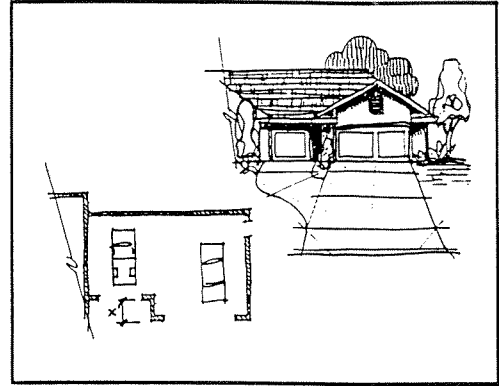
DD-17e. Windows. Glass may be clear or tinted, but not reflective.

DD-17f. Chimneys. Chimneys should complement the style of the home in height, width and materials. Chimneys should be sheathed in materials that have an exterior appearance of being fire resistant, such as brick or stone, as shown in Figure A. Materials that appear to be flammable or temporary, such as wood siding and sheet metal, should be avoided, as shown in Figure B.

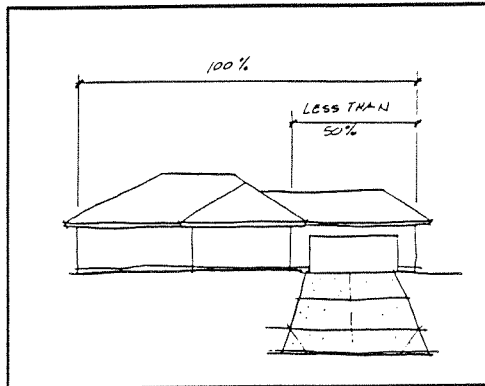
DD-17g. Balconies, Decks and Exterior Stairs. Balconies, decks and exterior stairs should be designed as integral components of the structure. They should reflect the style of the home and not appear to be "tacked-on", as shown in Figures C and D.



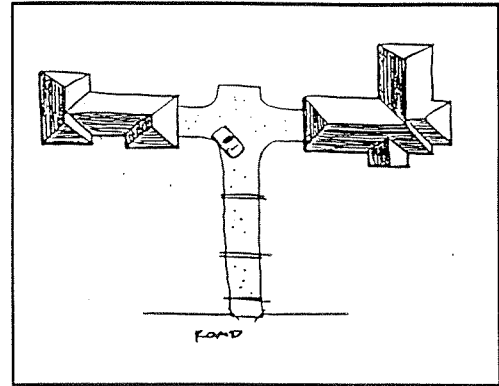
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Policy DD-18: The potential visual impact of repeated garages with doors on the street should be avoided in study area development.

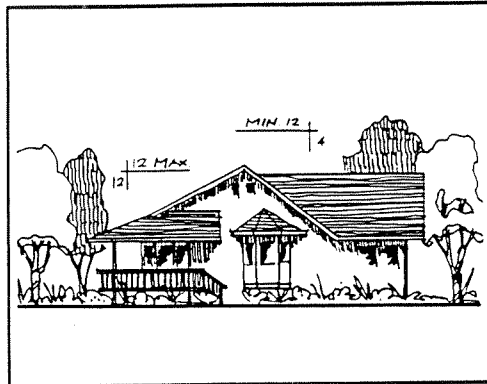
In many residential areas, large garages facing the street create an unappealing street facade. These guidelines are intended to reduce this impact.

DD-18a. Garage siting. As shown in Figure A, garages should be pulled back from the front of the house, turned perpendicular to the street or placed behind the house wherever possible.

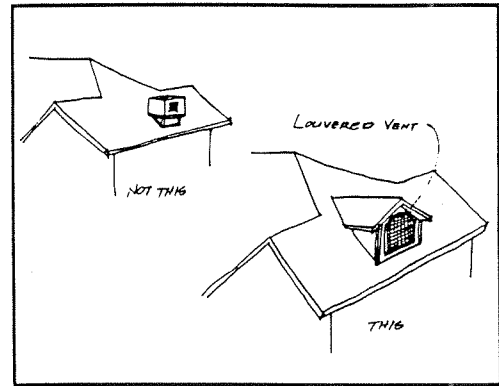
DD-18b. Large garages. The apparent width and mass of garages for three or more cars should be reduced by dividing the garage into sections. For example the two car section may be pulled slightly forward, as shown in Figure B.

DD-18c. Restriction on overall size. A house's street facade should not be composed of more than 50% garage door, as illustrated in Figure C.

DD-18d. Driveways. The apparent size of driveways should be minimized through the use of single-lane driveways that flare near the garage, and shared driveways for more than one house.



A



B

Policy DD-19: Because of the planning area's high visibility, roof design should be varied and articulated.

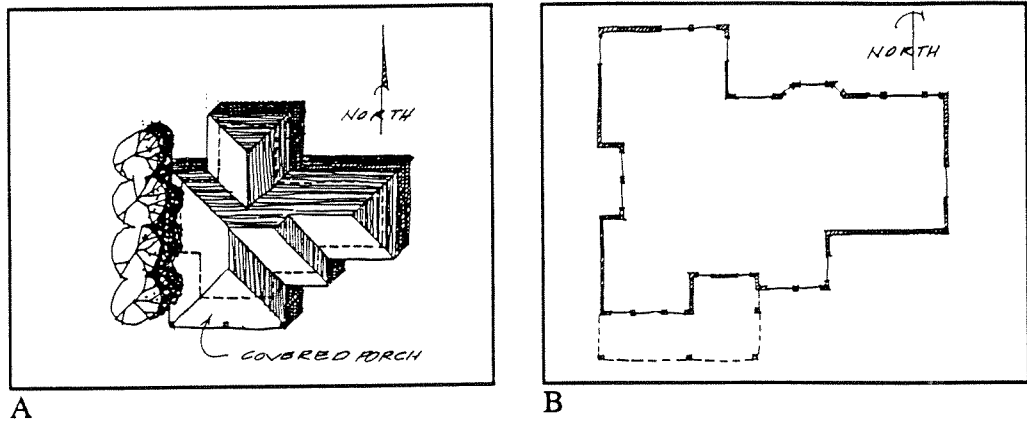
DD-19a. Pitch. Roof pitch should not exceed 12:12. Multiple pitches are discouraged, aside from the case of sheds. Flat roofs with a pitch less than 4:12 are prohibited. Acceptable roof pitches are illustrated in Figure A.

DD-19b. Irregular shapes. Irregularly shaped roofs such as mansards and domes are prohibited. The use of dormers, bays and shed-type roofs is acceptable.

DD-19c. Roof orientation. Roofs should generally be oriented parallel to the contours on a site, rather than perpendicular to the contours.

DD-19d. Materials. Roofing materials shall be non-reflective, and must be fire rated at Class A. Dark roof colors are encouraged to blend with the relatively dark colors of the surrounding hills.

DD-19e. Mechanical equipment. No mechanical equipment should be visible on roofs, as illustrated in Figure B.

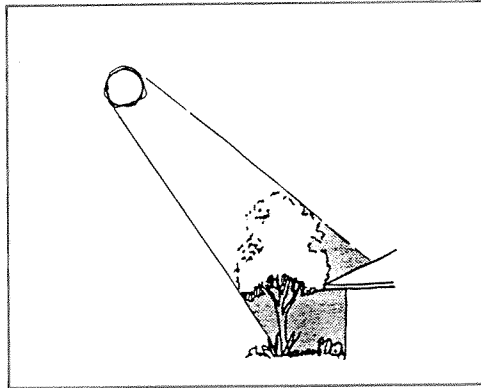


E. Energy and Resource Conservation

Policy DD-20: Buildings in the planning area should be oriented where possible to attain maximum solar benefit for both heating and cooling.

DD-20a. Solar orientation. To allow for solar gain in winter, most glazing should face south. The winter sun is primarily in the southern sky. To avoid summer solar gain, minimal glazing should face east or west. The sun is low in the sky on the east and west on summer mornings and afternoons. These concepts are illustrated in Figure A.

DD-20b. Overhangs. To shade summer sun, overhangs on the south, east and west of a building should be at least two feet deep, with covered porches and deeper overhangs where possible on the south elevation, as shown in Figure B.



A

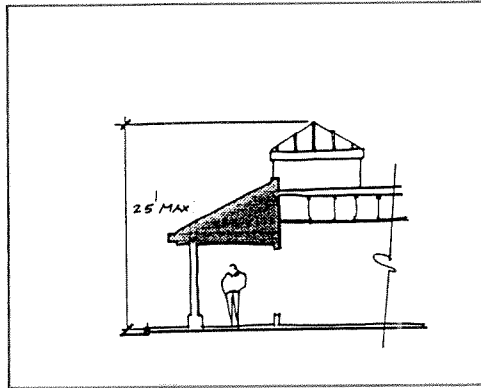
DD-20c. Landscaping. As shown in Figure A, deciduous trees that create shade in summer but allow light to pass through in winter should be planted along building edges, particularly on the east and west where summer sun is lowest in the sky.

DD-20d. Title 24. As per State law, all buildings in the planning area must be designed to comply with Title 24, which ensures energy conservation.

Policy DD-21: Study area development shall incorporate water conservation measures such as low-flow plumbing fixtures and drought-tolerant landscaping.

DD-21a. Plumbing fixtures. In conformance with the Uniform Plumbing Code, all residences in the planning area should include water conserving plumbing fixtures such as low-flow shower heads and toilets.

DD-21b. Drought-tolerant landscaping. In keeping with the City's Water Conserving Landscape Ordinance, all landscaping on public and private lands should be drought-tolerant. Only limited amounts of turf should be included in private yards.



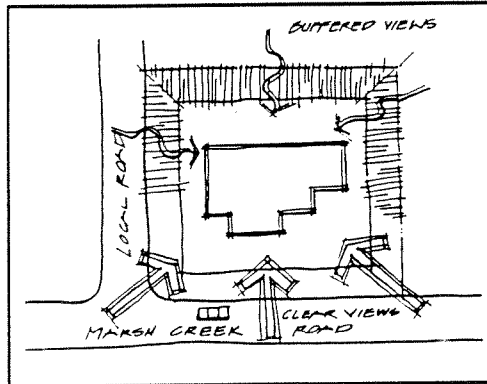
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F. Commercial Development

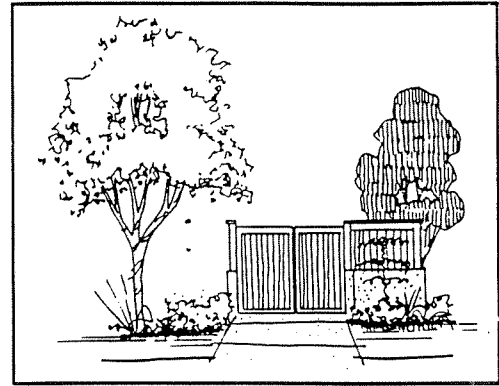
The only commercial use in the planning area will continue to be on the site of the existing Rodie's store, which may expand to play the part of a neighborhood commercial market. The following design guidelines would be followed for any expansion or reconstruction of the store.

Policy DD-22: Commercial development shall be designed to reflect the low-intensity, rural character of the study area.

DD-22a. Building height. Any new commercial construction may not exceed 25 feet in height, as shown in Figure A.



A

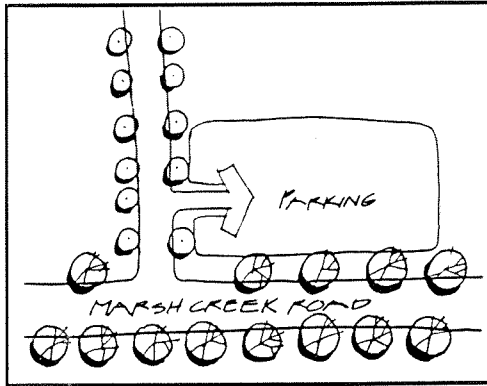


B

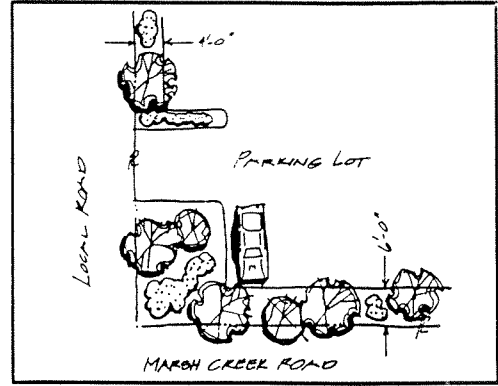
DD-22b. Style. Any new commercial construction should follow the rural style of the existing Rodie's market, existing commercial development in central Clayton, and the study area as a whole. Simple massing and detailing, and simple materials such as wood siding, are preferred.

DD-22c. Side and rear facades. Any side or rear facade of a commercial structure that will be visible from surrounding roadways, houses or open space, as diagrammed in Figure A, should be treated architecturally in the same manner and with the same level of detailing as the main building facade.

DD-22d. Service areas. Service areas for commercial uses should be screened from surrounding roadways, houses and open space with vegetation and fencing, as illustrated in Figure B.



A



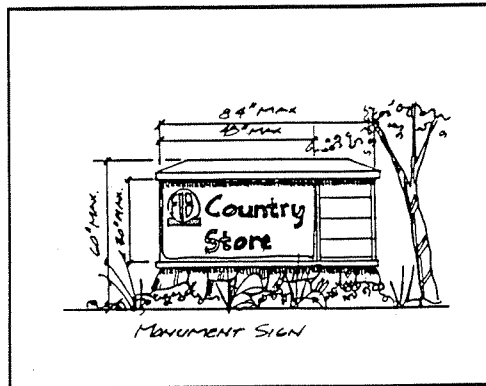
B

Policy DD-23: Parking to serve commercial development shall be visually unobtrusive, with adequate landscaping and setbacks from the street.

DD-23a. Access. As shown in Figure A, the entry to the parking lot for the store should be located on the collector street adjacent to the site, and not on Marsh Creek Road. This will help to avoid safety and congestion problems on Marsh Creek Road.

DD-23b. Paving. The current gravel parking lot serving the Rodie's store should be maintained, since it is in keeping with the rural character of the area.

DD-23c. Perimeter landscaping. As shown in Figure B, the parking lot's edges along public streets should be bounded by landscaping areas with a minimum width of six feet on Marsh Creek Road and four feet on the adjacent local or collector street. These areas should be planted with trees and shrubs.



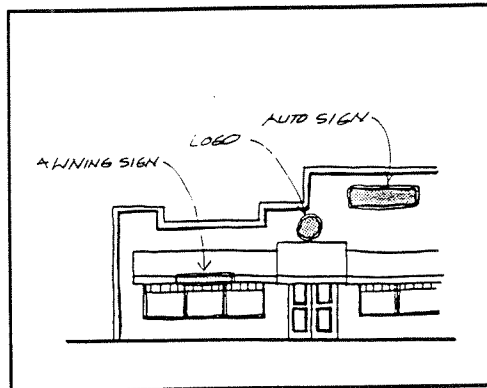
A

Policy DD-24: Signage for the commercial development shall be limited, and should be designed to conform with the rural residential qualities of the study area.

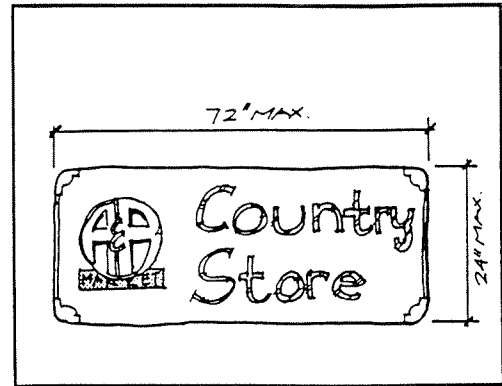
DD-24a. Monument sign. As shown in Figure A, the commercial development may have a maximum of one monument sign along Marsh Creek Road, with the following dimensions:

- Overall width: 84 inches maximum.
- Image width: 48 inches maximum.
- Overall height: 60 inches maximum.
- Image height: 30 inches maximum.

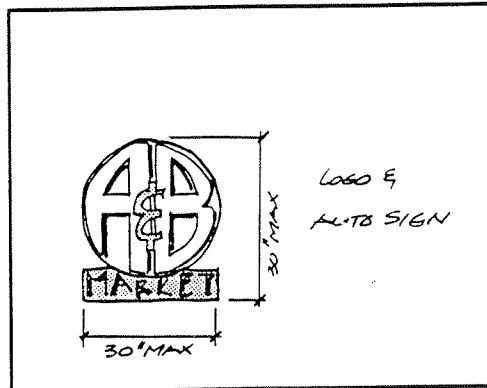
The monument sign should be designed with materials and finishes such as wood and stone to blend with the rural character of the area.



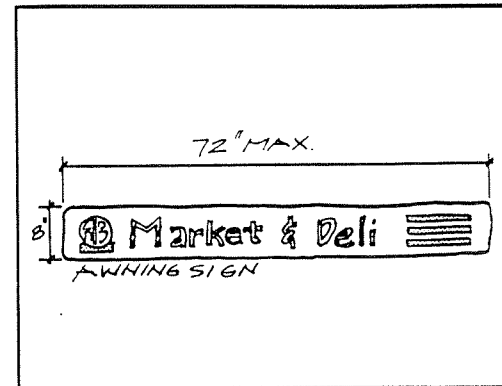
A



B



C



D

DD-24b. Building mounted signage. Each store within the commercial development may have one of the following types of building mounted signs, whose locations are shown in Figure A.

- Auto sign. Maximum of one per business, with maximum dimensions 72 inches wide by 24 inches tall, as shown in Figure B.
- Logo sign. Maximum of one per entry, with maximum dimensions of 30 inches by 30 inches, as shown in Figure C.
- Awning sign. Mounted or painted on an awning, with a maximum coverage of 50 percent of the awning length. Maximum image width of 72 inches, as shown in Figure D.

DD-24c. Sign illumination. Signs should be externally illuminated; they should not have neon or internal lights that makes them "glow" at night.

Chapter VIII CIRCULATION ELEMENT



This section identifies the framework for vehicular, pedestrian, bicycle and equestrian circulation within the planning area. It establishes standards and conceptual configurations for roadways and paths, and it sets policies for access and roadway design.

A. Roadways

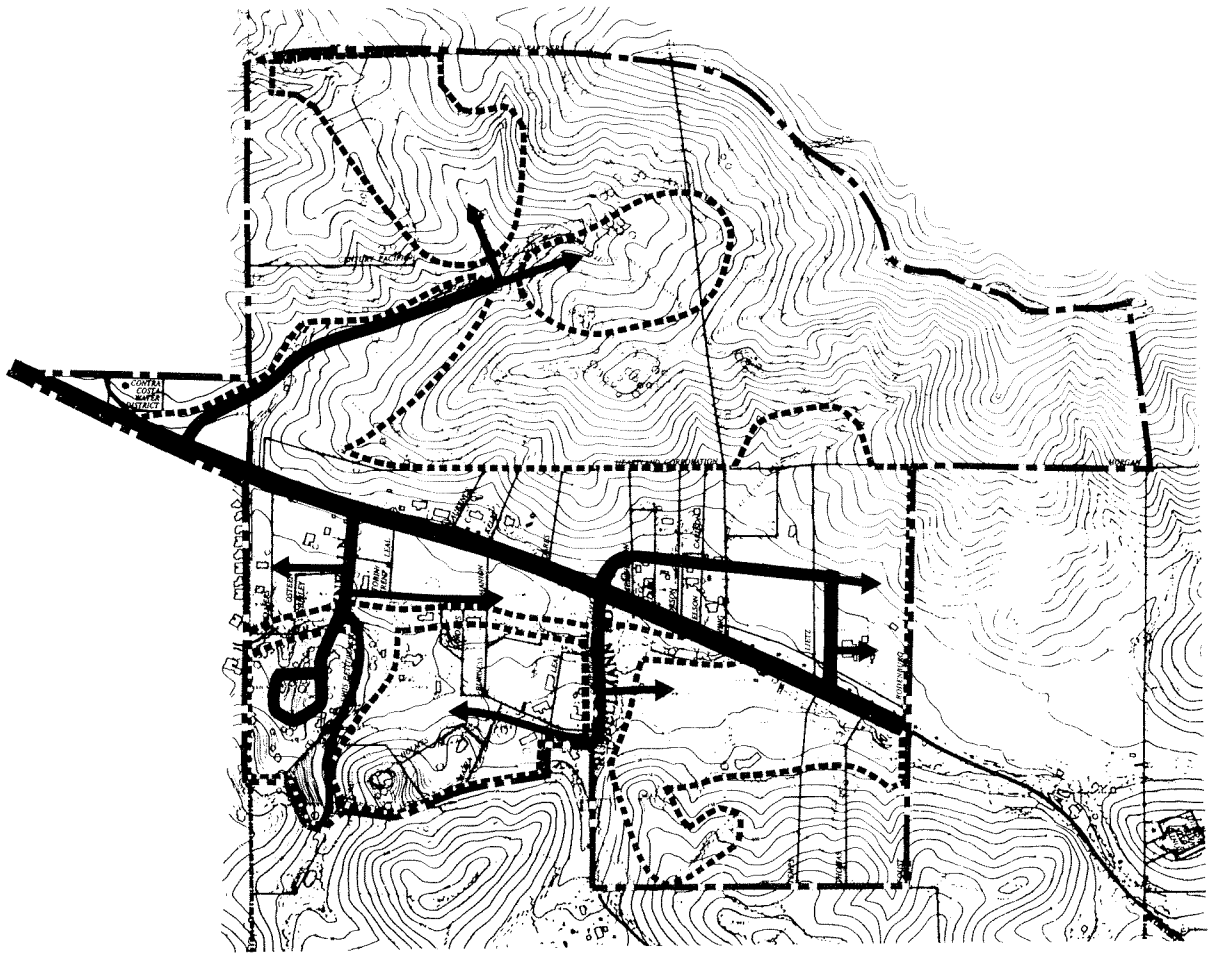
Policy CI-1. Roadways serving development areas shall generally conform to the pattern shown in Figure 10. Where Figure 10 shows that a roadway is required to serve development on several different parcels, roadway planning and construction for each parcel shall include provisions for access to adjacent parcels.

The roadway circulation system proposed for the Specific Plan is shown in Figure 10, and typical sections of the proposed roadways are shown in Figure 11. As outlined in the policies below, development in the study area should generally include the roadways and access points that are described below.






1. Roadway Types

Policy CI-2: All roadways developed under the Specific Plan shall be built to follow the standards of one of four types of streets: arterials, collectors, local roadways and minor cul-de-sacs.

The following roadway standards will be applied by the City to all new development in the study area. These roadway standards are different from and take precedence over those in the City's Development Standards, which will continue to apply elsewhere in Clayton. These roadway standards generally allow for narrower roads than are found elsewhere in Clayton, as a means to respond to topography and preserve the low-density, semi-rural feeling of the study area.

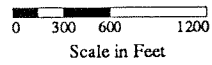


Legend

-  Arterial Street (Marsh Creek Road)
82' ROW, 34' pavement
-  Collector Street
48' ROW, 32' pavement
-  Local Street
44' ROW, 28' pavement
-  Development Area Boundaries
-  Specific Plan Boundary



5 Acres

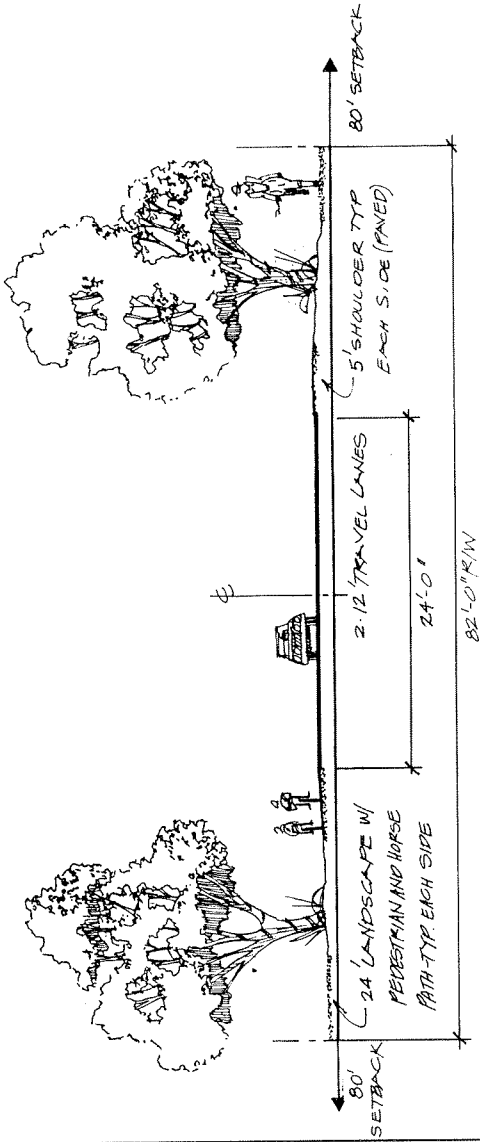


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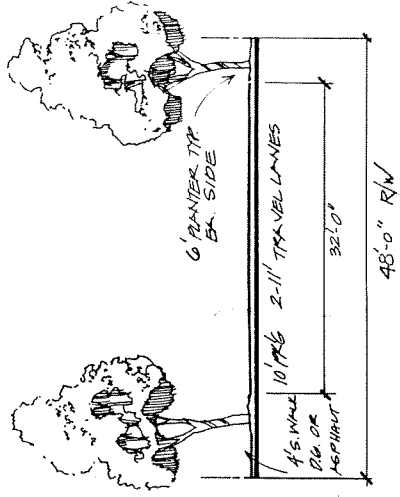


FIGURE 10

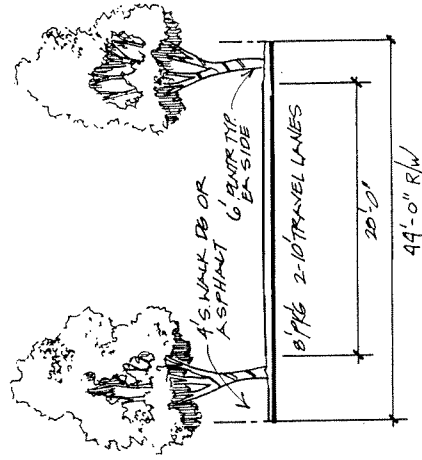
Circulation Plan



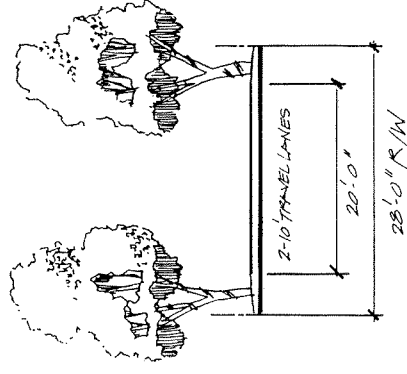
Arterial Road - (Marsh Creek Road)



Collector Road



Local Road



Minor Cul-de-Sac



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FIGURE 11

Street Sections

The roadway standards do not include necessary public utility easements (PUEs). In many cases, PUEs will extend beyond the edges of roadways or walkways onto private lots and open space areas.

CI-2a. Arterial roadways. Marsh Creek Road will be the only arterial road in the study area. The road will maintain its current east-west alignment and will serve as the major route through the area. Marsh Creek Road will be the only access way to all development within the study area. The roadway will have an overall right-of-way width of 82 feet, which will generally accommodate two 12-foot wide travel lanes, paved five-foot shoulders that will serve as bike lanes, and 24-foot wide planter strips accommodating street trees and quarter-by-dust pedestrian and equestrian paths. At some intersections, the paved area will be expanded to accommodate one or two turn lanes.

CI-2b. Collector roadways. Four collector roads connecting to Marsh Creek Road will serve the residential developments in the study area. These roads will include the following:

- The access road to the Heartland, Moita and Morgan sites, which is referred to as Oak Creek Canyon Drive in this Plan.
- Pine Lane from Marsh Creek Road to the Oakwood subdivision.
- Russellmann Road from Marsh Creek Road to subdivision streets.
- The loop road through the Development Area B, connecting to Marsh Creek Road on the James/Iverson and Rodenburg properties.

The collector roadways will have pavement widths of 32 feet within a 48-foot right-of-way. The streets will have two 11-foot travel lanes and one ten-foot parking and bike lane. On one side of the road there will be a 6-foot planter strip, while a 6-foot planter strip and a 4-foot decomposed granite, quarter-by-dust or asphalt sidewalk on the other side of the road will complete the right-of-way.

CI-2c. Local roadways. Local roadways will provide circulation within the residential areas and access to recreation and open space areas. These roads are purposely designed to be narrower than standard roads in suburban subdivisions in order to maintain the rural character of the study area. Local streets will be 28 feet wide, with two 10-foot travel lanes and one 8-foot parking lane. On one side of the road there will be a 6-foot planter strip, while a 6-foot wide planting strip and 4-foot wide decomposed granite, quarter-by-dust or asphalt sidewalk on the other side of the road will complete the 44-foot wide right-of-way. The City may consider narrower local roadway designs in areas where roadway width is limited by topography, but such narrower roadways must receive the approval of the City Engineer, the Planning Commission and the Fire District.

CI-2d. Minor cul-de-sacs. Minor cul-de-sacs may be used to create narrow paved roads while providing access to up to ten homes within residential areas. Minor cul-de-sacs will have 20-foot paved widths accommodating two 10-foot travel lanes and no on-street parking, with a 4-foot wide planter strip on each side serving as a utility easement, for a total right-of-way width of 28 feet. Minor cul-de-sacs may only be

constructed where on-street parking will be provided on local or collector roadways within 500 feet of every unit, or where adequate resident and visitor parking can be provided on-site.

CI-2e. Roadway ends. Roads that terminate within the study area should generally be designed with cul-de-sac bulbs with a minimum radius of 35 feet. Hammer head road ends are generally acceptable only in areas with development densities under 1 unit per acre.

2. Intersections

Policy CI-3: Intersections built to accommodate Specific Plan buildout should be designed in accordance with the diagrams of intersection alignments shown in Figure 13.

Each of the diagrams in Figure 13 shows required turn lanes in each direction at intersections with Marsh Creek Road. The intersections will have the following characteristics:

CI-3a. Diablo Parkway/Marsh Creek Road. This will become a four-legged intersection providing access to Development Area A, and will include an eastbound left-turn pocket for cars entering the Heartland site. This intersection shall be signalized (when warranted) for traffic safety and to meter traffic entering the urbanized portion of Clayton.

CI-3b. Pine Lane/Marsh Creek Road. This intersection will include an eastbound right-turn pocket for cars entering Pine Lane, and an eastbound acceleration lane on Marsh Creek Road. These improvements have been approved and funded as part of the Oakwood project.

CI-3c. Russellmann Road/Marsh Creek Road. This four-legged intersection will include a westbound left-turn pocket and an eastbound right-turn pocket for cars entering Russellmann Road south from Marsh Creek Road, and a dedicated westbound left-turn pocket for cars entering Marsh Creek Road from the south leg of Russellmann Road.

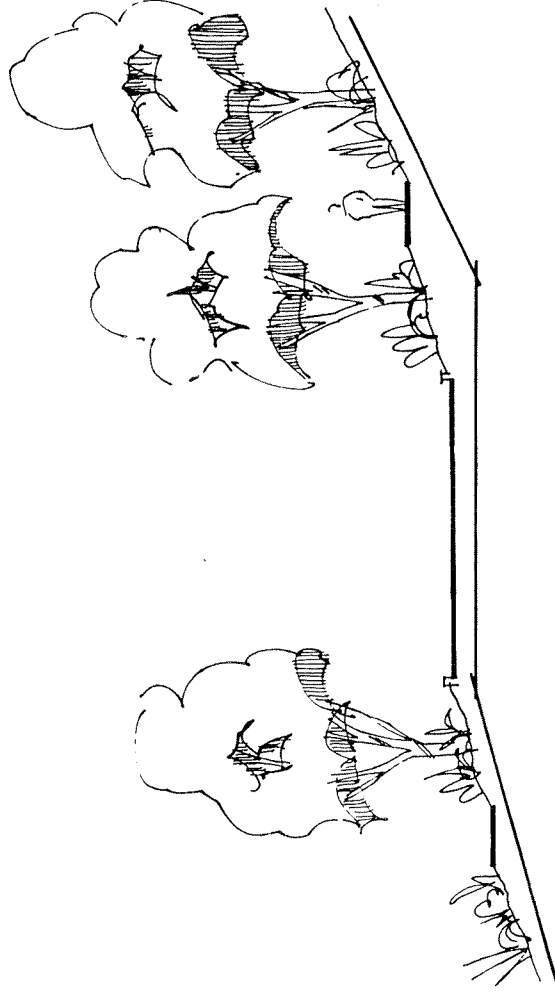
CI-3d. Rodenburg Property/Marsh Creek Road. Will include an eastbound left-turn pocket for cars entering the Rodenburg property.

All of these intersection designs can be accommodated entirely within the standard rights-of-way outlined above.

All intersections not located on Marsh Creek Road will be standard intersections of two lane roads, without turn pockets.



Split Street Section



Split Sidewalk Section



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FIGURE 12

Split Street Sections

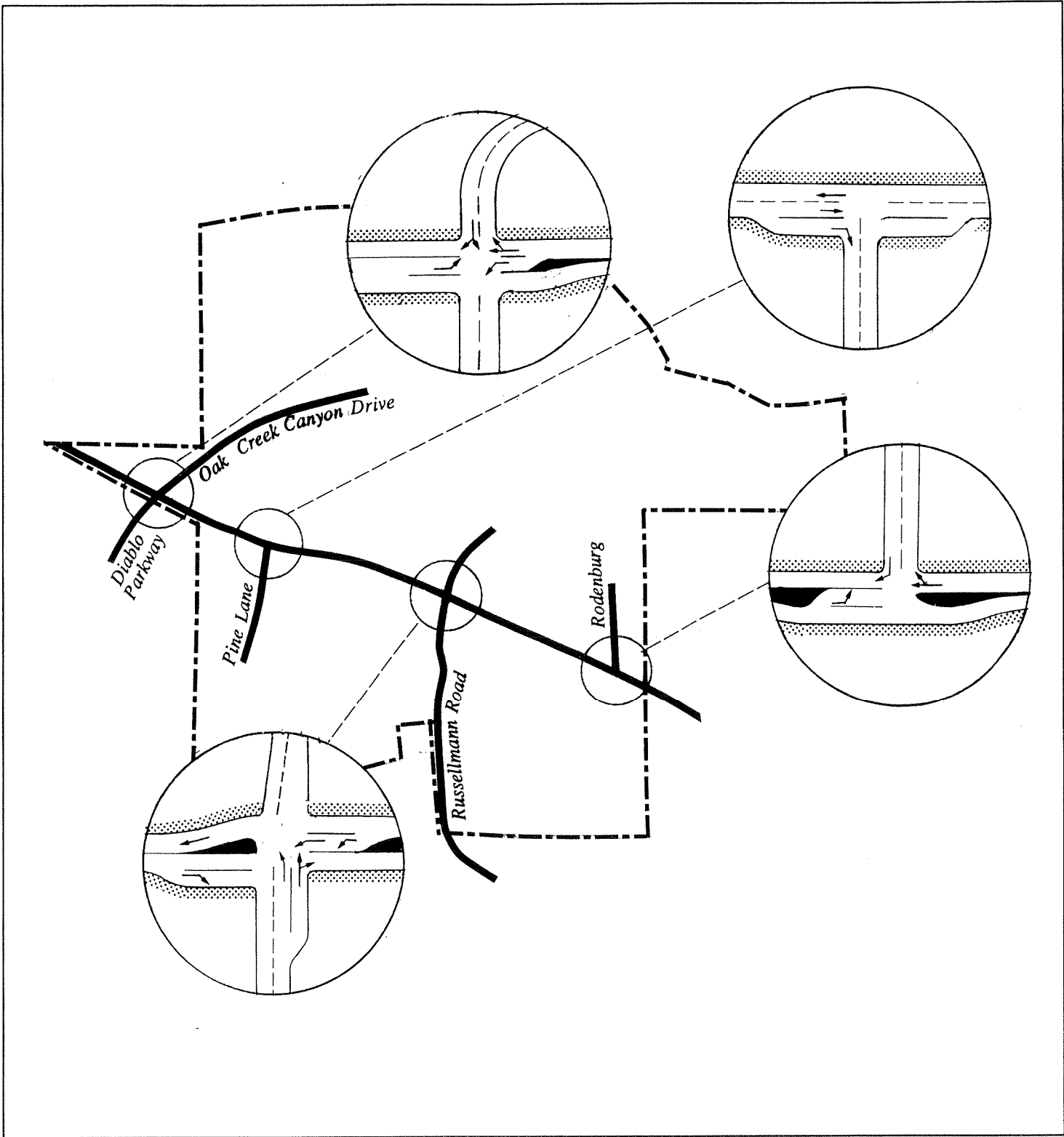


FIGURE 13

Intersection Configurations

Intersection configurations are illustrative only. Actual design will conform to accepted engineering standards that account for traffic speed and sight distance.

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3. Additional Policies

- Policy CI-4:** The City shall coordinate preparation of a plan line study for Marsh Creek Road to identify the detailed routing for the road, specifications for its construction and any necessary environmental review, using the general description of the road in Policy CI-2a. No development in the study area will be allowed until this study is completed. Alternatively, individual developers may complete plan line studies for Marsh Creek Road for all segments of Marsh Creek Road west of their site access, and for appropriate transitional zones to the east of their site access.
- Policy CI-5:** Access to Marsh Creek Road shall be limited to existing driveways and those roadways indicated on Figures 10 and 13. No new driveways or additional roadway intersections on Marsh Creek Road may be constructed.
- Policy CI-6:** As existing parcels develop, they should rely on access from streets that follow the general layout shown in Figure 10.
- Policy CI-7:** Internal circulation within subdivisions shall be designed at the discretion of the property owner, subject to approval by the City, provided that it allows for through access to adjacent parcels as indicated on Figure 10.
- Policy CI-8:** Sidewalks required for collector and local roadways need not be installed if they would run parallel and immediately adjacent to a pathway along a creek, as specified in Section B, below.
- Policy CI-9:** Where required roadway widths would necessitate extensive grading, split roadway sections that accommodate the slope are encouraged. The travel lanes on roadways may be separated, and sidewalks, where required, may also be separated from the roadway level. Examples are shown in Figure 12.
- Policy CI-10:** Roadways through sloped areas greater than 26% may occur only to provide necessary access to development permitted by this Specific Plan after the roadway is found appropriate through site-specific review by the City.

B. Pathways

Policy CI-11: Public pathways within the study area should be located along the top of creek banks and run adjacent to Mt. Diablo Creek, Russellmann Creek and the creek on the Holmes property, in the locations indicated in Figure 7.

As shown in Figure 14, pathways should generally accommodate pedestrian, bicycle and equestrian users on adjacent paved and quarter-by-dust sections. The pathways are proposed to be 18 feet wide, consisting of a quarter-by-dust 10-foot equestrian way and a paved 8-foot bikeway. Narrower or split pathways may be allowed in some areas upon approval of the Planning Commission if local topography would require extensive grading to accommodate an 18-foot section.

Access to the paths will be gained at creek crossings and open ended cul-de-sacs.

Policy CI-12: Trails outside of development areas should be constructed where possible in the general alignments shown in Figure 7.

Trails will be approximately six feet wide, graded minimally to achieve gentle slopes, and covered with decomposed granite or quarter-by-dust. An example is shown in Figure 14.

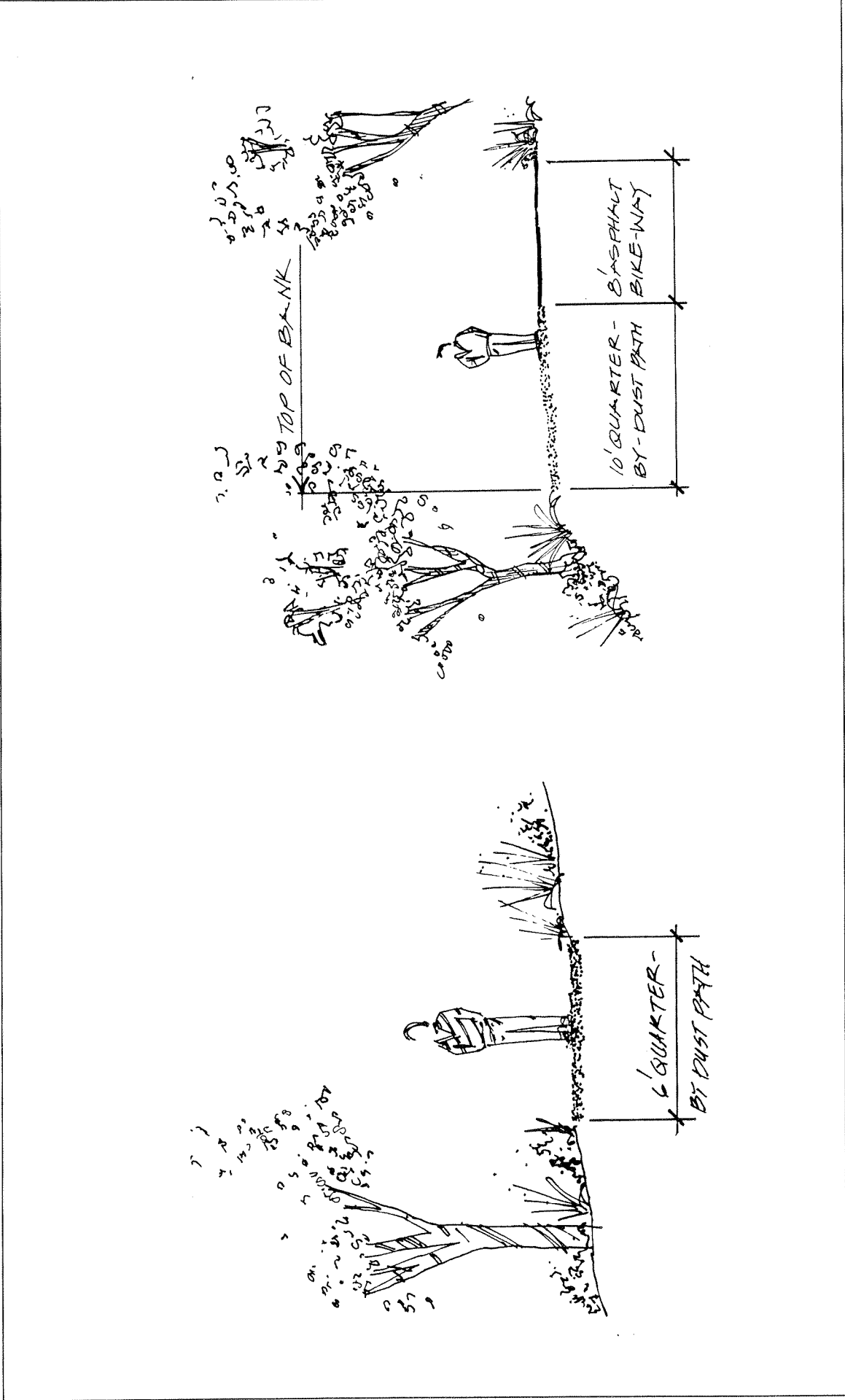


FIGURE 14

Trail Sections



MARSH CREEK ROAD SPECIFIC PLAN

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Chapter IX
INFRASTRUCTURE ELEMENT



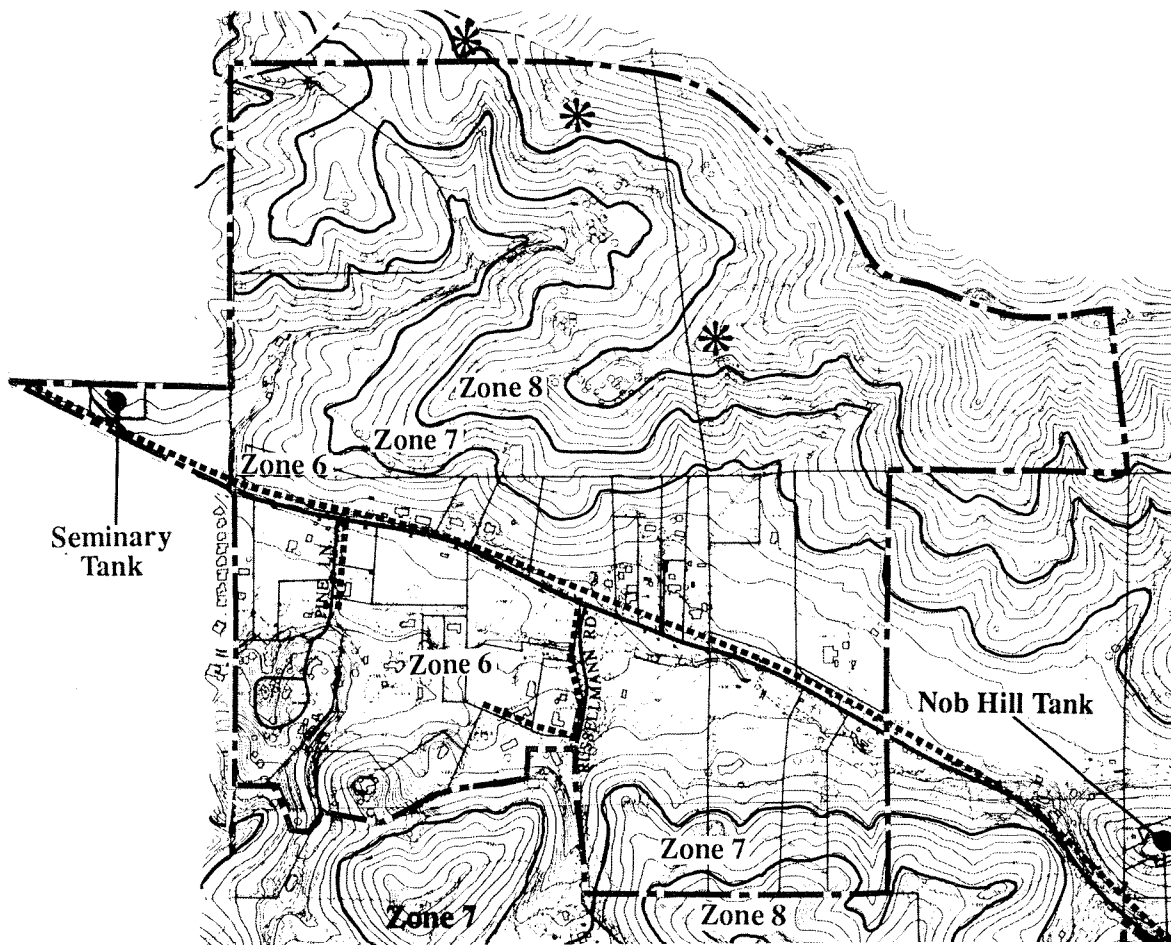
This section defines how water and sewer service will be provided to the urbanized development to occur under the Specific Plan, and it also describes planned storm drainage facilities to accommodate planned development. New sewer service provisions are described only for rural residential, low, medium and suburban density residential areas and the area's commercial development; all other land use designations would be served with septic systems. This Specific Plan assumes water service will be provided to all residences within the Specific Plan area.

A. Water Service

Policy IN-1: Water service for new development under the Specific Plan shall be provided by the Contra Costa Water District (CCWD) through existing and future water pressure zones.

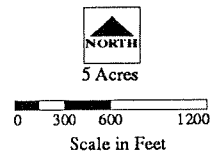
Water pressure zones are shown in Figure 15. More than half of the new development will be located within Zone 6, on the lower parts of the valley floor along Marsh Creek Road. The remainder will be within Zone 7, except for two areas, with about 39 homes extending into Zone 8 in Development Area A.

Development Area A will obtain its water from a recently completed water tank in the Oakhurst development, leaving approximately 191 units in the Specific Plan area that will utilize some portion of CCWD's existing storage and distribution facilities along Marsh Creek Road. Table 3 shows proposed development within the Specific Plan area, broken down by pressure zone and supply facility to illustrate the expected impacts of development.



Legend

- Conceptual Pressure Zone Boundary
(Water service currently exists only in zone 6).
- Existing Water Main
- Existing Water Tank
- * Conceptual location of potential future water tanks
- - - Specific Plan Boundary



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FIGURE 15

**Existing Water Pressure
Zones, Tanks and Lines**

**Table 3
WATER SERVICE REQUIREMENTS**

Pressure Zone	Maximum Number of New Homes	Storage ^a (gallons)	Flow ^b (gpm)
Development Area A			
6	30	42,000	88
7	45	63,000	131
8	39	174,600	114
Subtotals	114	279,600	333
Fire Flow ^c			1,000
Total Flow Requirement			1,333
Development Areas B - F (includes Ranchettes)			
6 ^c	198	277,200	578
7	2	2,800	6
Subtotals	200	280,000	584
Fire Flow ^d			1,000
Total Flow Requirement			1,584

^a Storage is calculated at 1,400 gallons per home, which includes 25 percent of maximum day demand which is assumed to be 1,400 gallons per home, plus 150 percent of an average day demand of 700 gallons per home [(1,400 x .25) + (700 x 1.5) = 1,400]. It is assumed that the additional fire storage requirement of 120,000 gallons is already included in existing CCWD tanks and in the new tank on the Oakhurst project. Fire storage would also be provided in any new tanks.

^b Flow is used for the design of distribution mains, and it is based on a peak hour requirement of 2.92 gpm/home.

^c Includes nine equivalent water services for commercial development on the Rodenburg property.

^d Fire flow requirements add 1,000 gpm to the maximum day flow.

1. Development Area A

Approximately 114 homes will be constructed within Development Area A on the North State Development, Heartland, Moita, and Morgan properties. It is estimated that 30 homes will be constructed in Zone 6, 45 in Zone 7, and 39 in Zone 8.

Storage capacity for 100 homes has been paid for and reserved by Heartland at the Zone 7 Irish Canyon reservoir in the neighboring Oakhurst subdivision. The water distribution system will begin at Irish Canyon and run south into the study area, most likely following the future local road network. The Irish Canyon reservoir can only serve homes located in Zones 6 and 7, so a new reservoir and separate distribution system will have to be installed to provide storage and distribution pressure for the 39 Zone 8 homes.

It appears that the highest service outlet within the new Zone 8 will be on the Morgan property, at an approximate elevation of 960 feet. The storage reservoir for this area should be situated about 100 feet above this point. As shown in Figure 15, there are only two nearby ridgelines that meet this criteria; one is about 150 feet east of the Heartland/Morgan property line, southeast of development area A2; the other is in the northeast corner of the Heartland property, about 300 feet northeast of development area A1. Road access to the first site could probably follow the ridgeline up from Marsh Creek Road, but it appears that the second could only be reached from the north, across the A&P Partners property. The precise location of the storage reservoir(s) is to be determined following a geotechnical investigation and when the final engineering of the water system is designed and approved. Tanks will also be subject to Design Standards in this Specific Plan.

To serve a total of 39 homes, a Zone 8 reservoir will have to provide 54,600 gallons of maximum day and emergency storage capacity as well as 120,000 gallons of fire storage, which equals a minimum tank size of about 174,600 gallons. A new pumping station with a firm pumping capacity of at least 90 gpm will also have to be installed, to lift water from Zone 7 up to the storage elevation of Zone 8. The station will have to be located within Zone 7, probably as close as possible to the final reservoir site.

The Zone 8 homes in this part of the study area will be divided into two groups. It is estimated that 27 will be at the east end of area A2, and 12 will be in Area A1 on the Heartland and Moita Properties. The groups will be separated by an intervening wedge of Zone 7 that is approximately 1200 feet wide, as measured along proposed roadways. No matter where the Zone 8 reservoir is located, the distribution system will have to dip through Zone 7 to reach the homes at both the east and west ends of the service area.

A Zone 8 interconnection across Zone 7 would not conform with CCWD policies. However, the Zone 8 portions of areas A1 and A2 are quite close together, and it appears that there are relatively few suitable reservoir sites in the area. As a result, a single storage reservoir serving both halves of the Zone 8 distribution system is recommended. According to CCWD staff, additional storage may become necessary to serve Zone 8 to meet firefighting and storage needs.¹

2. Other Development Areas

This discussion looks at water service to development areas B, C, D, and E in the two pressure zones in which development will occur. Development in these areas will be entirely within Zones 6 and 7; Zone 8 development will only occur in Development Area A.

Zone 6. It appears that a total of 228 homes will be constructed within CCWD pressure Zone 6, and that 198 of these homes will be served by the existing Zone 6 Nob Hill reservoir.² Approximately 30 homes will be on the North State Development and Heartland sites, where storage capacity has been reserved in the new Irish Canyon reservoir on the Oakhurst property. CCWD's storage requirement is 1,400 gallons of storage per home, which equals 277,200 gallons for the 189 Zone 6 homes. According to CCWD, there is currently 150,000 gallons of uncommitted storage in the Nob Hill reservoir. Thus, there will be a capacity shortfall in Zone 6 of approximately 127,200 gallons, which is the storage requirement for 91 homes.

Several solutions are available to remedy this shortfall. One option would be to build a second tank on Nob Hill, east of the study area. It appears that there is sufficient room on Nob Hill for installation of a new reservoir, but this cannot be confirmed until CCWD inspects the site to verify the location of existing facilities and to evaluate geologic stability. The exact method of providing additional capacity in Zone 6 will be determined by CCWD as development in the area progresses. The existing supply shortfall noted for Zone 6 is considered by CCWD staff as relatively minor for existing levels of development. However, the shortfall becomes an issue when planning for future development since any new development in Zone 6 would require additional new storage.³

The existing Zone 6 distribution system will be extended into each development area from the existing water mains on Marsh Creek Road and Russellmann Road.

¹ Letter communication from Arthur Jensen, Director of Planning, CCWD, January 11, 1994.

² There are actually only 189 homes proposed for development within Zone 6, outside the Heartland site. The additional nine homes (198-189) represent equivalent water services, based on estimated demand within the commercial area.

³ Craig Scott, CCWD, personal communication, April 20, 1994.

Preliminary studies performed by CCWD indicate that additional flow capacity will be needed along Marsh Creek Road to support new water services within the study area. The District has estimated this will require the installation of either a parallel 12-inch diameter water main or a replacement 16-inch diameter main, running west from the Nob Hill reservoir through the project area.

Depending on the pace of project area development and the capacity of the existing Marsh Creek Road water main, it is possible that some of this additional capacity could be provided by distribution systems located inside individual subdivisions. Construction of these new systems would create a grid around the existing main on Marsh Creek Road, providing a parallel route for water transmission between Nob Hill and the west end of the reservoir's Zone 6 service area.

Zone 7. Two new homes are proposed for development at Zone 7 storage elevations on the Temps property south of Marsh Creek Road.

At this time it is assumed that the project sponsor will provide a new pumping station with sufficient capacity to lift water up to the Zone 7 elevation. It is also assumed a dedicated reservoir will not be provided for these two homes. This would conflict with current CCWD policy and would therefore, require a waiver. This pumping station will probably be located at the upper end of the Zone 6 distribution system on Russellmann Road. In the alternative, the homes may be served by individual wells.

3. General Design Considerations

Final layout and design of all water systems will be performed by project engineers. The sizing of individual mains should be determined by maximum fire flow velocities and by allowable friction losses. Until street layouts and housing sites are identified, it is not possible to accurately define these future systems.

Neighborhood water lines should be looped, where possible, in accordance with CCWD design guidelines. In looped systems, water can approach a fire hydrant from two directions, so that 6-inch or 8-inch lines are generally large enough to accommodate the required total flow of 1,000 gpm for firefighting plus maximum day demand.

The provision of additional Zone 6 flow capacity to supplement the existing main on Marsh Creek Road depends on the future interconnection of separate water distribution systems that are to be constructed under the Specific Plan. If individual subdivisions containing portions of this area-wide system are among the last properties developed, there could be insufficient capacity to support build-out of other parcels. As a result, the required scheduling for new water main construction

throughout the Planning Area should be determined by the City and CCWD before significant development occurs and increases the demand for water service.

Policy IN-2: Water supply facility studies based on the adopted Specific Plan shall be completed for each project or phase of development.

The water supply facility study will confirm projections for future water demand within the study area, identify the location of needed additions to the area's backbone water system, and calculate pipe sizes, storage capacities, and pumping requirements for the various pressure zones. In addition, the study will define pressure zone boundaries so that water service can be efficiently provided to all development areas using a minimum number of individual storage reservoirs.

B. Wastewater

Policy IN-3: Wastewater produced in urban development areas within the study area shall be collected in the City of Clayton sewer system, which feeds wastewater through the City of Concord to the Central Contra Costa Sanitary District.

Policy IN-4: The City shall coordinate preparation of an area-wide sewer study to identify the feasible routes for a trunk sewer line in the study area and to calculate the resulting main sizes. This study shall also provide any necessary environmental review and a basis for allocating the costs of sewer line construction, based on the number of contributing homes set forth in this Specific Plan.

1. New Wastewater Lines

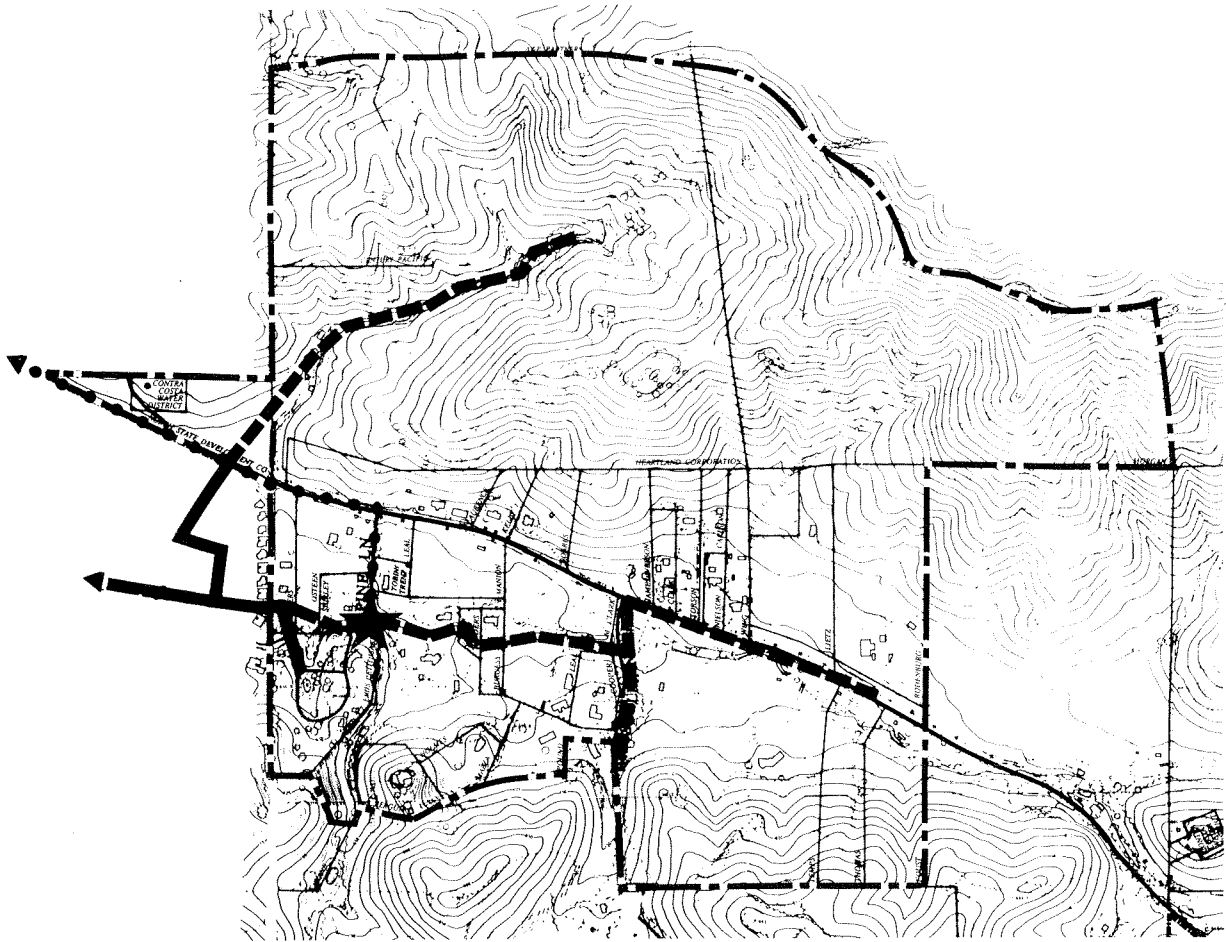
Existing collection lines now end on the Hellmers property in the study area, where they turn south towards the Oakwood Subdivision, and at the intersection of Diablo Parkway and Marsh Creek Road. New wastewater lines will be extended from both of these locations to serve two topographically separate portions of the study area, as shown in Figure 16.

- a. Development Area A. A single sewer line will convey wastewater from this area's three development pockets to Marsh Creek Road, where it will intersect the end of the existing Diablo Parkway sewer line. Wastewater would then flow down Diablo Parkway to the City's main collector sewer on El Portal Drive.
- b. Other Development Areas. Since the study area drains to Mount Diablo Creek, the creek corridor is the most logical alignment for extension of the existing gravity collection sewer to serve the remainder of the planning area. A new sewer

trunk will be extended from the current end of the sewer on the Hellmers property upstream along Mount Diablo Creek, within the trail corridor foreseen in this Specific Plan. This trunk sewer will run as far as Russellmann Road, where it will turn north to Marsh Creek Road, and will then run inside of the Marsh Creek Road right-of-way as far as necessary to serve development on the Rodenburg, Temps, Thomas and Foust properties.

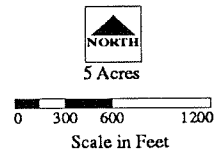
Major tributary sewer lines will also cross Mount Diablo Creek and intersect the trunk sewer at Pine Lane and Russellmann Road to provide service to the proposed development on the south side of Mount Diablo Creek. Additional lines would also branch off to the north to provide service to parcels on the north side of the creek. The location of these lines, and the design of the internal sewer systems needed to serve all development areas, would be based on the existing topography and proposed road layout within each subdivision.

Only areas with densities of at least one unit per acre will be sewerred; ranchette development will utilize septic tanks and leachfields. The maximum buildout of the planning area with 297 newly sewerred homes would produce a peak wastewater flow of approximately 300 gpm, which would be divided between the two collector lines described above. In keeping with City of Clayton criteria, these lines and all other tributary sewers should be at least 6 inches in diameter. This diameter may have to be increased to 8-inch in sections where the volume of flow and pipeline slope require a larger diameter.



Legend

- ◄———— Existing Lines
- Proposed Lines
- Alternative Lines
(Require pump station)
- ★ Potential Pump Station Location
- - - - - Specific Plan Boundary



**MARSH
CREEK
ROAD
SPECIFIC
PLAN**

■ ■ ■
FIGURE 16

**Planning Area
Sewer Lines**

2. Downstream Sewer Improvements

Policy IN-5: Wastewater collection system improvements under the Specific Plan shall include downstream improvements to the collection line running from the study area boundary to Donner Creek. Specifications for these improvements shall be detailed in the sewer study required by Policy IN-4.

Downstream of the Specific Plan area, many existing segments of the main collector sewer are only six inches in diameter, and in many locations the pipe slope is nearly flat. These conditions reduce the sewer's capacity, and can prevent the existing line from accommodating significant volumes of new flow. When peak flows exceed a sewer's capacity, wastewater is forced to back up into manholes and house service lines. Preliminary calculations indicate that this would occur in several sections of the El Molino collector system upon build-out of the Specific Plan. Table 4 shows an analysis of existing and proposed peak flow conditions on the El Molino line, and it calculates the severity of back-ups that might occur.

As can be seen in Table 4, development of the Specific Plan would increase wastewater flows beyond the capacity of the existing sewer line in ten individual segments. In nine of these segments, this capacity shortfall would be substantial (greater than 100 gallons per minute (gpm)), and it could result in significant back-ups within the system.

Replacement of existing lines or installation of parallel sewer lines would be necessary to provide adequate capacity and prevent future surcharging within existing lines.

Installation of new sewer lines along the El Molino Drive collector alignment will entail a great deal of construction on existing residential streets, through backyards, and alongside confined creek corridors. To avoid these problems, engineers for the Heartland site have considered an alternate sewer line route running west along Marsh Creek Road to an existing sewer main at Bigelow Street, or all the way to Donner Creek if the Bigelow line lacks sufficient excess capacity. This alternative would have advantages and disadvantages. It would damage the new pavement on Marsh Creek Road, and it would not provide gravity sewer service for portions of the planning area outside the Heartland site. Thus an alternative alignment might not avoid impacts to the existing Regency Woods neighborhood when the rest of the planning area is developed. However, this alternative would avoid possible service disruptions to existing customers in Regency Meadows and Regency Woods, and sewage could be pumped from lower areas in the study area to Marsh Creek Road for service using the new Marsh Creek Road line. The City prefers gravity lines over a pump station, since a pump station would require additional maintenance, which would place a burden on the City. Therefore, this Plan assumes that the study area would be served through the El Molino/El Portal corridor.

Table 4
CAPACITY REQUIREMENTS FOR DOWNSTREAM SEWER LINES

Segment No.	Location	Pipe Size (inches)	Length (feet)	Slope (pct)	Flow Capacity ^a (gpm)	Existing Homes ^b	Peak Factor ^c	Peak Flow ^d (gpm)	Homes at Buildout ^e	Peak Factor ^c	Peak Flow ^d	Excess Capacity ^f (gpm)	Req'd Head ^g (feet)
1	Mt. Diablo Creek: 40' Stub Out east of Oakwood	8	40	0.77	477	0	--	0	114	5.0	122	355	0
2	Mt. Diablo Creek: Oakwood to El Portal Drive	8	310	3.75	1,053	16	5.0	17	130	5.0	139	914	0
3	El Portal Drive: Mt. Diablo Creek west toward Diablo Pkwy.	6	200	1.0	252	45	5.0	48	159	5.0	171	81	0
4	El Portal Drive: Segment 3 to Diablo Pkwy.	8	300	0.77	477	45	5.0	48	159	5.0	171	306	0
5	El Portal Drive: Diablo Pkwy. west toward El Pueblo Place	8	400	1.3	620	51	5.0	55	348	4.7	351	269	0
6	El Portal Drive: Segment 5 to El Pueblo Place	6	400	2.78	421	51	5.0	55	348	4.7	351	70	0
7	El Portal Drive: El Pueblo Place to El Portal Court	6	500	2.79	422	111	5.00	119	408	4.5	394	28	0
8	El Portal Drive: El Portal Court to Mirango Court	6	300	1.20	277	120	5.00	129	417	4.5	402	-125	4.0
9	El Portal Drive: Mirango Court to Malibu Court	6	350	0.60	196	131	5.00	141	428	4.45	408	-212	7.1
10	El Portal Drive: Malibu Court to Regency Drive	6	300	0.60	196	140	5.00	150	437	4.45	417	-221	6.4
11	Regency Drive: El Portal Drive to Weatherly Drive	6	350	4.33	525	148	5.00	159	445	4.4	420	105	0
12	Weatherly Drive: Regency Drive to Barcelona Way	6	400	1.20	277	230	5.00	247	527	4.3	486	-209	10.0
13	Barcelona Way: Weatherly Drive to Capistrano Court	8	200	0.60	421	244	5.00	262	541	4.25	493	-72	.5

Segment No.	Location	Pipe Size (inches)	Length (feet)	Slope (pct)	Flow Capacity ^a (gpm)	Existing Homes ^b	Peak Factor ^c	Peak Flow ^d (gpm)	Homes at Buildout ^e	Peak Factor ^c	Peak Flow ^d	Excess Capacity ^f (gpm)	Req'd Head ^g (feet)
14	Rear Yards: Capistrano Court to El Molino Drive	8	300	0.40	344	260	5.00	279	557	4.25	508	-164	1.4
15	Rear Yards: El Molino Drive to Donner Creek	8	1,000	0.40	344	300	5.00	322	597	4.2	538	-194	5.8
16	Donner Creek: Rear Yards to Bloching Circle	6	500	1.68	327	313	5.00	336	610	4.2	549	-222	15.2
17	Donner Creek: Bloching Circle to near Wright Court	6	690	1.56	315	323	4.95	343	620	4.15	552	-237	22.2
18	Donner Creek: near Wright Court to Clifford Court	6	525	1.60	319	379	4.6	374	676	4.1	594	-275	20.7
19	Donner Creek: Clifford Court to Marsh Creek Road	8	1,100	2.10	788	389	4.55	380	686	4.1	603	185	0

^a Flow Capacity is based on Manning's formula, as per Sanitary Sewer System Investigation by Govers Engineers, 1/91.

^b Cumulative number of homes that now contribute to each segment of the main sewer line.

^c Peak Factor is multiplied times the average daily flow to obtain peak flow, as per Govers Engineers, 1/91. Peak Factor declines as the cumulative number of homes goes up.

^d Based on 95 gal/capita/day, 3.25 persons/home, and the peak factor, as per Govers Engineers, 1/91.

^e Cumulative number of contributing homes (existing + future) upon build-out of the February, 1993 Specific Plan. The number of homes has changed marginally since the February, 1993 Public Review Draft Plan, but not enough to significantly alter the results of this preliminary analysis.

^f Amount by which segment capacity exceeds planned peak flow. Negative values indicate insufficient capacity to accommodate these flows.

^g Depth to which wastewater must rise in a segment's upstream manhole to accommodate the projected peak flow. The head requirement is added from manhole to manhole within the collection system service using the new Marsh Creek Road line. The City prefers gravity lines over a pump station, since a pump station would require additional maintenance, which would place a burden on the City. Therefore, this Plan assumes that the study area would be served through the El Molino/El Portal corridor.

C. Storm Drainage

Policy IN-6: Development under the Specific Plan shall not cause increases in peak flood flows in Mount Diablo Creek inside or downstream of the study area, as calculated for the 5, 10, 25, 50 and 100-year storms of durations to be determined by the Contra Costa County Flood Control and Water Conservation District.

The proposed development areas within the planning area drain to Mount Diablo Creek through the tributary creeks, natural swales, and existing culverts identified in Baseline Data Report #2. Drainage sub-basins in the planning area are shown in the Baseline Data Report. The proposed development areas shown in Figure 6 are generally within individual sub-basins.

1. Drainage Requirements

The drainage systems within each development area will be defined by local topography and the presence of existing streams and drainage facilities. In some locations, existing drainage culverts will have to be cleaned out and repaired, and natural channels will have to be enlarged and stabilized to provide adequate flow capacities and prevent the localized flooding that now occurs during a heavy rainfall. These improvements will be installed on a site by site basis, as part of the design of individual development areas. All work within existing stream channels and drainage swales will be performed in accordance with the requirements of the Contra Costa County Flood Control and Water Conservation District (CCCFC & WCD) and of the California Department of Fish and Game.

Development within the Specific Plan area would increase the amount of impervious surface at the upstream end of Mount Diablo Creek's watershed. This will decrease the infiltration of rainwater into the ground and increase the rate and total volume of runoff into the creek. In addition, newly installed stormwater collection systems will convey runoff to Mount Diablo Creek more rapidly, which will also contribute to higher peak flows. As described in the Baseline Study, flooding already occurs along several downstream reaches of Mount Diablo Creek, and the City Engineer has stated that Specific Plan area development should not cause any worsening of these existing conditions.

To prevent an increase of downstream flooding, projects developed under the Specific Plan must limit post-development rates of stormwater runoff to predevelopment conditions. Runoff will be controlled through the installation of stormwater detention facilities, which will hold a portion of an area's runoff until the peak of a storm has passed. The stored water will then be slowly released into the drainage system, when flow has subsided and the receiving stream is able to handle the additional runoff. By controlling peak rates of flow, detention basins will also limit the velocity of runoff within stream channels, which will help prevent increased erosion within Mount Diablo Creek and its tributary drainage basin.

2. Detention Sizing

Table 5 shows estimates of future storage needs for each development area, calculated for a 100 year design storm with three hour duration and 3-inch rainfall. These calculations were made for a project of slightly larger size, and represent a conservative estimate. More information on the calculation of these storage requirements is contained in the EIR on the Specific Plan. There would be only minimal changes in run-off in Ranchette areas, since their development would be very dispersed.

3. Drainage Improvements

The actual design of detention basins or other storage facilities, including infiltration rates, outlet structures, and allowable rates of discharge, should be performed in accordance with guidelines set forth by CCCFC&WCD. This analysis cannot be performed until layouts for individual properties are completed by property owners.

Policy IN-6 gives guidance for the design of storm drainage facilities. Facilities are to be designed to mitigate flood flows from storms with recurrence intervals from five to 100 years, which will ensure that adequate drainage is available for large flood events, and that the drainage regime and natural conditions will also not be altered in smaller floods.

In the meantime, however, preliminary plans for drainage improvements in each of the drainage basins can be made. This section looks at two types of development areas: those in which all development would be under the control of a single owner, and those in which development would be controlled by several landowners.

a. Development Areas with One Major Developer. The Heartland and Temps properties, located in Development Areas A and E, respectively, will generally constitute the major development within their individual areas. In these areas, the major developer may be required to acquire and/or set aside land for a surface detention basin near the downstream end of the area. All development must be configured so that it drains to this detention basin before discharging into Mount Diablo Creek.

Table 5
RUNOFF DETENTION REQUIREMENTS

Area	Approximate Development Acreage	Approximate Storage Requirement (Acre Feet)	
		Total ^a (Upper Bound)	Peak Storage ^b Only (Lower Bound)
A	53.4	7.8	3.2
B	32.5	4.1	1.3
C	25.7	1.1	0.1
D	22.1	3.3	0.6
E	21.0	1.4	0.3

^a Total Storage is the storage required to maintain the outflow from the detention basin at the predevelopment level for each time interval during the design storm. This is an upper bound on the estimated storage required.

^b Peak Only Storage is the storage required to maintain the maximum outflow at the predevelopment level for the design storm. This is a lower bound on the estimate of required storage.

Any landowners benefitting from the common detention basin shall participate in the acquisition and construction of such facilities on a fair share basis determined by the City.

Detention basins should be located as follows:

- Development Area A: At the mouth of Oak Creek Canyon on the North State Development property near the intersection of Marsh Creek Road and Diablo Parkway, and/or along the general alignment of Oak Creek.
- Development Area E: Near the confluence of Russellmann and Mount Diablo Creeks, at the northwest corner of the property.

Each of these basins will be constructed at the expense of the landowners or developers, and will then be turned over to the City for maintenance along with public streets. As an alternative, subsurface detention may also be provided in these areas, as long as it is adequate to contain all increases to peak flood flows.

b. Development Areas with Multiple Developers. Under this Specific Plan, Development Areas B, C and D will each accommodate development on lands owned by several owners. Drainage improvements for each of these subbasins could occur in one of two ways, as described below.

(1) Underground Storage. Individual property owners may develop their parcels with underground detention of increased runoff. Detained runoff must drain through underground facilities from the site directly into Mount Diablo Creek.

(2) Surface Detention. Property owners in each subbasin may work together to identify a single site for a surface detention basin in their areas. Such a basin must be designed to accommodate increased runoff from all developable parcels in the area. Property owners in the area would be responsible for defraying the costs of detention basin construction and land acquisition to serve the area.

Chapter X
IMPLEMENTATION ELEMENT

■ ■ ■

This section outlines steps that will be necessary to implement the Specific Plan, including changes in City codes, project review, project phasing, annexation and financing.

A. Project Review and Zoning Code Changes

All construction in the study area will be required to conform to the provisions of the Specific Plan. The following policies will seek to ensure conformance:

Policy IM-1: No subdivision, use permit, design review application, or other entitlement for use, and no public improvement, shall be authorized in the study area until a finding has been made that the proposed project is consistent with this Specific Plan.

Policy IM-2: City staff shall review all construction projects requiring a building permit to ensure that they comply with the Design Guidelines and all other plan provisions.

Policy IM-3: The City Planning Commission shall review all subdivisions and development projects of five units or more at a public hearing.

Policy IM-4: The City shall, by reference, incorporate into its zoning code the relevant land use, resource conservation and design specifications found in Chapters V, VI and VII, respectively.

Policy IM-5: The City shall encourage that all development occurring within the Specific Plan area be accomplished via development agreements between the City and individual developers/property owners.

B. Project Phasing

Appropriate phasing of development under the Specific Plan will be very important for two reasons:

- First, the study area is currently largely undeveloped, and its development should proceed in an orderly manner from west to east, thereby avoiding "leapfrog" development. Development of the eastern portion of the study area before the western portion would lead to visual inconsistencies in the study area until development is completed, and it would result in high initial costs for the provision of infrastructure to eastern areas.
- Second, access from Marsh Creek Road to some parcels in the study area will be through roads or easements on other parcels. Development on these "interior" parcels must be carried out in a way that coordinates with development on the parcels through which they will take access.

For this reason, development phasing under the Specific Plan should generally follow these two policies:

Policy IM-6: Development should generally begin in the western part of the study area, to be followed by development farther east. Development Areas A and C will be the first to develop, followed by area D. Development Areas B and E will probably be the last to be developed.

Policy IM-7: Within individual development areas, parcels that are closest to collector streets, including Pine Lane and Russellmann Road, should be developed first. This may mean that some parcels that are adjacent to Marsh Creek Road, but which are not planned to have direct access from Marsh Creek Road after development, will have to wait to develop until adjacent parcels have developed.

C. City Annexation

The entire Specific Plan area would be annexed to the City. The following policies will govern annexation:

Policy IM-8: The City shall petition LAFCO to amend its Sphere of Influence to include the Specific Plan area as shown in Figure 6.

- Policy IM-9:** All development under this Specific Plan shall occur under the jurisdiction of the City of Clayton.
- Policy IM-10:** Annexation should occur on an orderly, phased basis, moving east from the existing City limits on the west. Annexation shall normally occur when development is proposed in an area, but annexation of some areas not proposed for development may be necessary to accommodate development proposals in an area. In the process of annexing from west to east, the City shall exercise flexibility in determining the amount of contiguity necessary to permit annexation.
- Policy IM-11:** Areas to be annexed to the City shall be simultaneously annexed to the Contra Costa County Fire District to allow for urban levels of fire suppression service.
- Policy IM-12:** The City of Clayton recommends that the policies of this Specific Plan be applied by Contra Costa County in the unincorporated portions of the study area and in areas beyond the study area but within Clayton's area of development comment, which extends three miles from the City limit. The City shall formally request that the County adopt this Plan and use it for policy application in the area, and the City shall use the Specific Plan as the basis for comments on projects within the study area and the comment area.

D. Project Financing

A number of improvements are proposed under this Specific Plan, including new roadways and pathways, street tree plantings, water lines and tanks, sewer lines and storm drainage facilities. This section examines the costs, allocation of costs, and financing methods for these improvements.

The following policies will govern financing of improvements:

- Policy IM-13:** Improvements on individual properties required under this Specific Plan shall be financed by individual property owners or developers.
-

Policy IM-14: **Improvements that will require coordinated implementation on or along several parcels, such as widening of Marsh Creek Road and installation of new water mains, traffic signals, water tanks, trunk sewers, storm drainage facilities and downstream sewer improvements, shall be overseen by the City and should be financed with a mechanism that attempts to ensure ultimate fair-share repayment of all costs to those who pay them by the landowners or developers who will benefit from them. Examples of appropriate funding mechanisms are included in Section D.3 of this chapter.**

1. Estimated Individual Improvement Costs

The improvements that would be shared by most landowners in the study area are described below, with an analysis of the total costs to be shared. These costs are summarized in Table 6. The costs shown are approximations only, and are likely to change as more exact information on improvements in the area is developed through more precise engineering studies.

a. Marsh Creek Road improvements. Total costs for improving Marsh Creek Road, including removal of existing paving, and new paving, storm drainage and street trees, are summarized in Table 7. As shown in this table, roadway improvements would cost approximately \$250 per linear foot, for a total cost of approximately \$788,130. This estimate does not include right-of-way acquisition costs, which could be significant.

b. Water lines. Aside from the water main extensions described in Chapter IX, virtually all of the new water mains needed to serve Specific Plan development areas will be internal to individual subdivisions, so their cost cannot be reasonably estimated at this time.

The 6,500 feet of parallel Marsh Creek Road/Mount Diablo Creek water main would cost approximately \$487,500, assuming a cost of \$75 per foot. The cost of these mains would be shared equally by all parts of the Planning Area, excluding Development Area A, since all homes would benefit from them equally. The cost per home would equal about \$2,800. There would be some additional costs to oversize mains within individual development areas, but these would be relatively insignificant, and probably not raise the per home cost by more than 10 percent.

Table 6
JOINT IMPROVEMENT COSTS

Improvement	Cost
Marsh Creek Road	\$788,000
Water Main	488,000
Mt. Diablo Creek Trunk Sewer	289,000
Russellmann Road Trunk Sewer (within Area D only)	45,000
Downstream Sewer Main Replacement	391,000
TOTAL	\$2,001,000

A main of undetermined length will be needed to connect Development Area A with the Oakhurst storage tank. The total length of this main is not known because its route has not been identified, so its cost cannot be determined. Developers of the Moita and Morgan properties will negotiate directly with Heartland for water service since Heartland has already made arrangements for water service and will create the vast majority of need in Development Area A.

c. Water Storage Tanks. A water storage tank has already been provided at a cost in excess of \$250,000 for the Zone 7 portion of Development Area A, so no additional storage is needed. A 190,000 gallon tank will be needed for Zone 8 development in development Area A, and will probably be installed by Heartland. This tank will cost about \$300,000, including allowances for land, site preparation and additional water main. The developers of the Moita and Morgan properties will be expected to repay Heartland their pro-rated shares of the cost of this tank in order to arrange for service.

Methods to provide water services to the two residential units within Zone 7 on the Temps property have not been finalized. The costs for these water service provisions will be borne by the project sponsor.

At this time, it appears that additional storage may not need to be provided for the other parts of the Planning Area located within Zone 6. An additional tank may be constructed on Nob Hill, but its costs are not included in the projections for this Specific Plan since its ultimate size and configuration are not known.

**Table 7
MARSH CREEK ROAD
ROADWAY CONSTRUCTION COSTS**

Component	Approx. Cost (per linear foot)
Remove Existing Pavement 3" Asphalt Concrete (estimated) x 30' wide x \$1.85 per cubic foot for removal & disposal	\$13.89
Remove & Replace Existing Aggregate Base 8" Aggregate Base (est.) x 30' wide x \$0.55 per cubic foot (8" A.B. x 30' wide = 20 cubic feet per line a r foot)	\$11.11
Aggregate Base - Roadway [(18" A.B. x 24' wide) - 20 cf/lf] x 140#/cf. x 1 ton/2000# x \$25/ton	\$28.00
Aggregate Base - Shoulders 12" A.B. x (2 x 5' wide) x 140#/cf x 1 ton/2000# x \$25/ton	\$17.50
Asphalt Concrete Pavement 4" A.C. x 34' wide x 150#/cf x 1 ton/2000# x \$45/ton	\$38.25
Roadway Excavation (outside existing Roadway) (16' deep x 38' wide) + 2 x (6' deep x 8' wide) - (11' deep x 30' wide existing roadway) = 31.2 cf. 31.2 cf x \$0.55 per cubic foot	\$17.33
Grading & Compacting (92' wide x \$0.25/sf)	\$23.00
Storm Drainage Assume (6) approx. 24" cross drains from north to south side Riprap endwall protection @ both ends Average length = 100' Length of road = 3,150' 6 [(100' x \$55/l.f.) + (2 endwalls @ \$500)] = \$34,000	\$10.79
Sidewalks (2 sides @ \$7.50 per linear foot)	\$15.00
Street Trees (Both sides @ approx. 30' o.c. @ \$150/tree)	\$10.00
Subtotal	\$184.87
Miscellaneous/Unanticipated Construction @ 15% of Subtotal	\$27.73
Engineering, Survey & Inspections @ 20% of Subtotal	\$37.57
Total Unit Cost	\$250.20
TOTAL COST OVER 3,150 FT.	\$788,130

d. Sewers. Connection of the Heartland site into the existing Diablo Parkway sewer at Marsh Creek Road will require an off-site extension of only about 500 feet across the North State Development or Heartland properties to Marsh Creek Road. Using an estimated total cost of \$60 per foot (excluding easement acquisition), this extension would cost approximately \$30,000. This cost would be borne by the Heartland development, since it would generally serve that development. The developers of the Moita and Morgan properties will be expected to repay a prorated share of the cost of this line to Heartland as a condition for connection to it.

The Mount Diablo Creek collector sewer will run for a total distance of approximately 3,850 feet from the planning area's western boundary to the east end of the proposed development areas on Marsh Creek Road. At \$75 per foot, this collector will cost approximately \$288,750. The only major tributary to this line will run south on Russellmann Road, serving all or part of three development areas proposed for the south side of the creek. All three areas will contribute to this 600 foot line, which will cost approximately \$45,000.

It cannot be determined how construction costs for the Mount Diablo Creek and Russellmann Road collector sewers will ultimately be shared by properties in the Specific Plan area. It is expected that these shares will be at least partially based on each development area's contribution to the total flow within each collector segment. This means that the collector sewer cost per home will be lower within those areas located closest to the existing City system. At the upstream ends of both the Mount Diablo Creek and Russellmann Road collectors, there would be fewer homes contributing to the total wastewater flow and sharing in the cost of off-site sewer mains.

As described in Chapter IX, almost 4,600 feet of the existing El Molino/El Portal collector would require replacement to prevent surcharging upon build-out of the Specific Plan. At an estimated total cost of \$85 per foot, which includes an allowance for surface restoration and constrained working conditions, this capacity upgrade would cost almost \$391,000. All parts of the Specific Plan area would contribute wastewater to the existing trunk sewer, so upgrading costs would be split equally.

As stated in Chapter IX, an alternative to replacement of the El Molino/El Portal collector would be construction of a line in Marsh Creek Road to either Bigelow Street or Donner Creek, along with construction of a pump station to serve portions of the study area that are lower than Marsh Creek Road. This alternative is not preferred by the City, since it would require maintenance of the pump station. Costs for this alternative could be marginally lower than those for the replacement of the El Molino/El Portal collector. A pump station is estimated to cost \$120,000, while the new Marsh Creek Road line would cost approximately \$150,000 to extend approximately 2,500 feet to Bigelow Street or about \$210,000 to extend about

3,500 feet to Donner Creek. Thus, costs for this alternative would range from \$270,000 to \$330,000.

2. Allocation of Improvement Costs

Joint improvement costs will be allocated on a per unit basis as development areas are developed, with costs based on the actual benefit received by an individual property. The total costs and areas of benefit for individual improvements are outlined above.

At this time, a preliminary estimate of the joint development costs under the plan show that costs are likely to range from \$1,800 to \$23,000 per unit. The calculation of these costs is shown in Table 8, and additional information regarding allocation of road and sewer costs is shown in Appendix B of this report. As stated above, the costs shown are approximations only, and are likely to change as more exact information on improvements in the area is developed. More precise engineering studies will be necessary to calculate exact per unit costs, and the timing for payment of fees. It is also important to remember that these costs are for joint benefit improvements only; on-site improvements and improvements that benefit only one development parcel will be paid for entirely by a single developer as additional costs.

3. Financing Methods

This financing could occur through any of several mechanisms, including pre-payment by an individual developer with reimbursement by subsequent developers, or establishment of a Mello-Roos Community Service District or similar funding district. The exact funding mechanism will be determined after consultation with individual property owners, and after the scope of the improvements to be funded is more completely understood. This section gives a brief evaluation of potential funding mechanisms:

a. Developer pre-payment. Under this type of scheme, individual developers would be required to pay for and install improvements that are necessary to serve their projects. The City would then oversee the collection of fees from subsequent developers who benefit from the improvements, and these fees would be returned to developers who paid for improvements to offset the costs they incurred. This type of financing approach is the easiest to set up and requires the least risk or effort on the part of the City, but it can be very expensive for developers who provide improvements at the outset of the project.

Table 8
ALLOCATION OF JOINT IMPROVEMENT COSTS

Improvement	Approximate Cost per Unit in Each Development Area ^a										
	A	B1	B2	C1	C2	C3	D1	D2	E1	E2	
ROADS											
Marsh Creek Road ^b	\$0	\$4,500	\$12,600	\$900	\$900	\$900	\$4,500	\$4,500	\$4,500	\$4,500	\$4,500
Signal at Marsh Creek Road/Diablo Parkway ^c	\$500	500	500	500	500	500	500	500	500	500	500
WATER SERVICE											
Marsh Creek Rd. Parallel Main	0	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800
SANITARY SEWER											
Mt. Diablo Creek Trunk Sewer	0	2,500	5,800	200	300	900	300	1,400	1,400	1,400	1,400
Russellmann Rd. Trunk Sewer (within Area D only)	0	0	0	0	0	0	0	1,600	400	1,600	1,600
Downstream Sewer Main Replacement	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300
TOTAL	\$1,800	\$11,600	\$23,000	\$5,700	\$5,800	\$6,400	\$9,400	\$12,100	\$10,900	\$12,100	\$12,100

^a Preliminary estimate only, rounded to the nearest \$100.

^b New ranchette units that benefit from improvements to Marsh Creek Road will also be responsible for benefit payments between \$4,500 and \$12,600.

^c Assumes an overall cost of \$138,000, including design and installation, to be split equally among all units. All new ranchette units will also be responsible for payment of about \$400 per unit.

b. Mello-Roos Community Service District or similar mechanism. A community service district would be formed to pay for improvements in the area, with funding for the district coming from the landowners who would benefit from improvements. Once established, such a district would provide a straight-forward method of funding needed improvements. However, such districts can be difficult to establish, since they require a two-thirds vote of people living in the district. One way to ensure establishment of the District would be to require joining the district as a condition for annexation into the City.

c. Bonds. In some cases, a City can issue bonds to pay for the construction of improvements, which are then paid back with income generated by the project. Bonding is not likely in the case of this project since there would be no income stream to support the bonds' repayment.

d. Improvement Fund. Under this alternative, developers would deposit their pro-rated share to the City for specific off-site improvements benefitting more than one developer. The City would hold and invest the funds in a specified improvement fund until it had accumulated sufficient funds to install the specific improvement. When sufficient funds became available, the improvement would be constructed. This funding mechanism would work only for improvements that are not essential, such as streetscaping. Essential improvements such as sewer and water service must be installed before a project becomes operational, so their funding must be arranged using one of the methods outlined above.

Appendix A
PUBLIC MEETINGS HELD

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| 1. | January 10, 1991 | Property Owners' Orientation Meeting |
| 2. | January 31, 1991 | Public Orientation Meeting |
| 3. | March 26, 1991 | Baseline Data Report #1 |
| 4. | April 9, 1991 | Baseline Data Report #2 |
| 5. | April 23, 1991 | Baseline Data Report #3 |
| 6. | July 23, 1991 | Development Goals & Policy Statement |
| 7. | October 8, 1991 | Introduction of Plan Alternatives |
| 8. | October 29, 1991 | Comments on Alternatives |
| 9. | November 26, 1991 | Revised Alternatives |
| 10. | December 10, 1991 | Discussion of Alternatives |
| 11. | December 17, 1991 | Discussion of Alternatives |
| 12. | January 28, 1992 | Discussion of Alternative Addendum #2 |
| 13. | February 25, 1992 | Planning Commission Selection of Alternative |
| 14. | March 10, 1992 | Planning Commission Confirmation of Preferred Alternative |
| 15. | June 9, 1992 | Discussion of Implementation Packet |
| 16. | June 23, 1992 | Discuss Design Guidelines Portion of Implementation Packet |
| 17. | June 30, 1992 | Joint Field Trip with City Council on Design Guidelines |
| 18. | July 7, 1992 | Discussion and Revision of Implementation Packet |
| 19. | September 8, 1992 | Property Owner Alternative Conceptual Plan |
| 20. | March 23, 1993 | Comment Hearing on Draft EIR |
| 21. | April 13, 1993 | Review Heartland Proposal |
| 22. | April 20, 1993 | Review Moita Proposal |
| 23. | April 27, 1993 | Review Temps Proposal |
| 24. | June 21, 1993 | Review Finalization of Draft Plan and EIR |
| 25. | June 22, 1993 | Continuation of Finalization of Draft Plan and EIR |
| 26. | June 29, 1993 | Discuss Overlay Zone |
| 27. | August 4, 1993 | Finalize Overlay Zone |
| 28. | October 26, 1993 | Discuss Revised Draft Specific Plan |
| 29. | December 14, 1993 | Planning Commission Hearing #1 on Plan and EIR |
| 30. | January 11, 1994 | Planning Commission Hearing #2 on Plan and EIR |
| 31. | February 15, 1994 | City Council Hearing #1 on Plan and EIR |
| 32. | March 2, 1994 | City Council Hearing #2 on Plan and EIR |
| 33. | March 15, 1994 | City Council Hearing #3 on Plan and EIR |

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| 34. | May 16, 1994 | City Council Hearing #4 on Plan and EIR |
| 35. | July 25, 1994 | City Council Hearing #5 on Plan and EIR |
| 36. | August 22, 1994 | City Council Review of Reduced Planning Area |
| 37. | October 18, 1994 | City Council Direction to Prepare General Plan Amendment and Specific Plan for Reduced Specific Plan and EIR |
| 38. | March 14, 1995 | Planning Commission Hearing on DEIR, General Plan Amendment (GPA) and Specific Plan |
| 39. | April 11, 1995 | Planning Commission Review to give direction for revisions to GPA and Specific Plan |
| 40. | April 25, 1995 | Planning Commission Review to give direction for revisions to GPA and Specific Plan |
| 41. | May 30, 1995 | Planning Commission recommendation to the City Council for certification of the EIR; recommendation for approval of the GPA and Specific Plan |
| 42. | June 28, 1995 | City Council certification of the EIR; approval of the General Plan Amendment and Specific Plan |

Appendix B
COST ALLOCATION DATA

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This appendix includes three tables showing the basis for calculation of the allocation of improvement costs to individual development areas within the study area. These tables provide the basis for the allocation of projected costs for roadway improvements and sewer lines under the Specific Plan.

Each table divides the improvement in question into individual segments, each with a specific length. This length is then multiplied by the unit cost for the improvement. The next columns identify the development areas that would benefit from the segment, the numbers of units in these development areas, and the cumulative number of units that would benefit from the segment. Based on this cumulative number of units, the segment cost per unit is calculated. These costs are then summed with the costs for other segments that would also benefit the area, to arrive at the cumulative cost per unit.

Since development areas that are "upstream" in the study area would receive the benefit from the longest portion of an improvement, these areas show the highest cumulative allocated costs. Similarly, those development areas that are farthest "downstream" have the lowest allocated costs, since they would not benefit from those portions of improvements that are farther "upstream."

Table B-1
RUSSELLMANN ROAD TRUNK SEWER
COST ALLOCATION

Segment	Approximate Length (feet)	Approximate Construction Cost	New Contributing Areas	New Contributing Units	Cumulative Units	Segment Cost per Unit	Cumulative Cost per Unit
Cooper property to M. Clark property	400	\$30,000	D2, E2	27	27	\$1,111	\$1,552
M. Clark property to Mt. Diablo Creek	300	\$22,500	E1	24	51	\$441	\$441

Table B-2
MT. DIABLO CREEK TRUNK SEWER
COST ALLOCATION

Segment	Approximate Length (feet)	Approximate Construction Cost	New Contributing Areas	New Contributing Units	Cumulative Units	Segment Cost per Unit	Cumulative Cost per Unit
End of line to Wing/Lietz property line	925	\$69,375	B2	21	21	\$3,304	\$5,780
Wing/Lietz property line to Russellmann Road	475	\$35,625	B1	28	49	\$727	\$2,476
Marsh Creek Road to Mt. Diablo Creek	200	\$15,000	None	0	49	\$306	\$1,749
Russellmann Road to Manion/M. Clark property line	775	\$58,125	D2, E	52	101	\$575	\$1,443
Manion/M. Clark property line to Pine Lane	775	\$58,125	C3	9	110	\$528	\$868
Pine Lane to center of Osteen property	350	\$26,250	C2, D1	33	143	\$184	\$340
Center of Osteen property to end of Oakwood extension	350	\$26,250	C1	25	168	\$156	\$156

**Table B-3
MARSH CREEK ROAD CONSTRUCTION COST ALLOCATION**

Segment	Approximate Length (feet)	Approximate Construction Cost	New Contributing Areas	New Contributing Units	Cumulative Units	Segment Cost per Unit	Cumulative Cost per Unit
Eastern End of improvements to Russellmann Road	750	\$187,650	B2 2 ranchette units	23	23	\$8,159	\$12,625
Russellmann Road to Pine Lane	1,800	\$450,360	B1, D, E, 4 ranchette units	102	125	\$3,603	\$4,466
Pine Lane to Study Area Boundary	600	\$150,120	C	49	174	\$863	\$863

Appendix C
LIST OF PREPARERS

■ ■ ■

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RESOLUTION NO. 44-95

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAYTON
ADOPTING THE MARSH CREEK ROAD SPECIFIC PLAN.**

WHEREAS, following a duly noticed public hearing on May 30, 1995, the Clayton Planning Commission recommended to the City Council the adoption of the Marsh Creek Road Specific Plan; and

WHEREAS, the City Council held a duly noticed public hearing on June 28, 1995, and gave due consideration to all testimony, public comment, and documents received; and

WHEREAS, the preparation of a Specific Plan is expressly authorized under State law (Government Code Section 65450) for the systematic implementation of the General Plan; and

WHEREAS, the Marsh Creek Road Specific Plan has been prepared in conformance with the provisions of State law; and

WHEREAS, the Marsh Creek Road Specific Plan is consistent with the goals and policies of the General Plan and is consistent with the General Plan Diagram designations; and

WHEREAS, the Marsh Creek Road Specific Plan is the result of an extensive body of study and analysis, much of which is detailed in Baseline Data Report Numbers 1, 2 and 3 which served as the foundation for the development of the Specific Plan itself; and

WHEREAS, following the preparation and review of the Baseline Data Reports, various additional reports and studies were prepared and reviewed, as listed below:

- Vision Worksheet, November 13, 1991
- Goals and Policy Statements, July 16, 1991
- Land Use Alternatives, October 8, 1991
- Alternatives Addendum No. 1, October 29, 1991
- Preliminary Development Areas and Policies, December 10, 1991
- Alternatives Addendum No. 2, January 14, 1992
- Preliminary Development Areas and Policies (revised), March 10, 1992
- Implementation Packet, June 1992
- Draft Marsh Creek Road Specific Plan, October 1993
- Draft Marsh Creek Road Specific Plan FEIR, April 1994
- Draft Marsh Creek Road Specific Plan FEIR Addendum, May 1994

These reports and studies materially affected the formulation of the Marsh Creek Road Specific Plan; and

RESOLUTION NO. 44-95

WHEREAS, the Marsh Creek Road Specific Plan has undergone significant public disclosure and comment through a total of forty-two (42) study sessions/public meetings and/or public hearings, all of which were open to the public after providing diligent public notification and which comment further refined the Specific Plan; and

WHEREAS, the Marsh Creek Road Specific Plan, through its goals, policies, standards, and plan designations, comprises a balanced, comprehensive and internally consistent guide to development and conservation activities in the study area; and

WHEREAS, the development and conservation activities, as defined in the Marsh Creek Road Specific Plan, are compatible with each other and with the surrounding City and unincorporated area; and

WHEREAS, the existing City and County zoning for the entire study area (as presently applied) allows for the probable development of approximately forty-six (46) new dwelling units and the Marsh Creek Road Specific Plan allows for the development of approximately two hundred and ninety (290) new dwelling units. This increase in the number of potential dwelling units is a direct result of the comprehensive planning process undertaken by the Marsh Creek Road Specific Plan which concentrates development potential within those portions of the study area physically, environmentally, aesthetically, and practically suitable for this increase development potential. Taken as a whole, this increased development potential in the suitable portions of the study area compensates for the reduced development potential in the unsuitable areas of the study area; and

WHEREAS, the environmental review of the Marsh Creek Road Specific Plan included the preparation of a Final Environmental Impact Report (EIR), which has been recommended for Certification by the Planning Commission on May 30, 1995, and which has significantly influenced the development of the Plan itself to take into account environmental features and values; and

WHEREAS, the City Council on June 28, 1995 has reviewed and considered the Final EIR and has adopted Resolution No. 39-95 Certifying the EIR, Resolution No. 40-95 responding to impacts of the Specific Plan as identified in the EIR, Resolution No. 41-95 adopting

RESOLUTION NO. 44-95

a Statement of Overriding Considerations for the unavoidable significant impacts of the Specific Plan, and Resolution No. 42-95 adopting the Specific Plan Mitigation Monitoring Program, and Resolution No. 43-95 adopting the Marsh Creek Road General Plan Amendment, all adopted prior to approving the Specific Plan or related projects.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Clayton that the Marsh Creek Road Specific Plan (File #564-92) is hereby adopted.

BE IT FURTHER RESOLVED by the City Council of the City of Clayton that the Marsh Creek Road Specific Plan Baseline Data Report numbers 1, 2, and 3 are adopted as an integral part of the Marsh Creek Road Specific Plan.

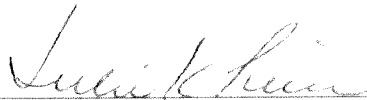
BE IT FURTHER RESOLVED by the City Council of the City of Clayton that the Final EIR for the Marsh Creek Road General Plan Amendment and Specific Plan is adopted by reference as part of the Marsh Creek Road Specific Plan.

Adopted by the City Council of the City of Clayton at an adjourned regular meeting of said Council held on June 28, 1995, by the following vote:

AYES: Council Members Laurence, Manning, Vice Mayor Kendall, Mayor Pierce


NOES: Council Member Littorno

ABSENT: None



Julie K. Pierce, Mayor

ATTEST:



Frances Douglas, City Clerk

I hereby certify that the foregoing resolution was duly and regularly passed by the City Council of the City of Clayton at an adjourned regular meeting held on June 28, 1995.



Frances Douglas, City Clerk