AGENDA
REGULAR MEETING OF THE OAKLEY PLANNING COMMISSION

Tuesday, April 7, 2026
6:30 PM
Oakley City Council Chambers located at 3231 Main Street, Oakley, California 94561.
Unless stated otherwise on the agenda, every item on the agenda is exempt from CEQA Guidelines Sections 15060(c), 15061(b)(3), 15273, 15378, 15301, 15323 and/or Public Resources Code Section 21065.

MISSION STATEMENT: The City of Oakley will create a resilient future that fosters and attracts a vibrant and evolving community that welcomes and values all people.

VISION STATEMENT: The City of Oakley celebrates our unique Delta lifestyle and small-town feel where we Live in a safe, dynamic community, ***Work*** together to build the future, and ***Play*** in our own backyard.

Agendas are posted in Oakley at Oakley City Hall-3231 Main Street, outside the gym at Delta Vista Middle School-4901 Frank Hengel Way and outside the Library at Freedom High School-1050 Neroly Road; agendas are also posted on the City's Internet Website www.oakleyca.gov.

A complete packet of information containing staff reports and exhibits related to each item is available for public review prior to an Oakley Planning Commission meeting at Oakley City Hall, 3231 Main Street, Oakley, CA 94561. Any writings or documents provided to a majority of the Oakley Planning Commission regarding any item on this agenda will be made available for public inspection, during regular business hours, in the Main Lobby of Oakley City Hall.

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Please keep cell phones/electronic devices turned off during the meeting. Please be advised that Oakley Planning Commission meetings are video recorded and attendees may appear on video.

Members of the public may address the Oakley Planning Commission on items of interest that

are within the City's jurisdiction. Public comment on items not listed on the agenda will be heard under the Public Comments section of the agenda. In compliance with State law, the Oakley Planning Commission may not take action on an item that is not specifically listed on the agenda. If you would like to speak on any agenda item, please fill out a public speaker card available in the lobby and submit it to the City Clerk prior to the agenda item being called. The Oakley Planning Commission Chair will call you by name to the podium to hear your comments and you have up to 3 minutes to speak.

1. OPENING MATTERS

1.1 Call to Order and Roll Call of the Oakley Planning Commission

1.2 Pledge of Allegiance to the Flag.

1.3 Design Guidelines Training (Evan Gorman, Associate Planner)
Staff Report
Design Guidelines Training Presentation
1. Residential Design Guidelines
2. Commercial and Industrial Design Guidelines
3. Oakley Downtown Specific Plan

2. PUBLIC COMMENTS
At this time, the public is permitted to address the Planning Commission on non-agendized items.

3. CONSENT CALENDAR
Consent Calendar items are typically non-controversial in nature and are considered for approval by the Planning Commission with one single action. Members of the audience, Staff or the Planning Commission who would like an item removed from the Consent Calendar for purposes of public input may request the Chair remove the item. The public may request to remove an item(s) to provide input by completing a public speaker card and submitting it to the City Clerk prior to the item(s) being called by the Chair.

3.1 Approve Minutes from the Regular Planning Commission Meeting held March 3, 2026 (Kim Snodgrass, City Clerk)
Minutes

4. PUBLIC HEARINGS

5. REGULAR CALENDAR

6. REPORTS

6.1 Reports from Staff Members

6.2 Oakley Planning Commission

a. Reports from Commission Members

b. Requests for Future Agendas

7. ADJOURN

DATE: April 7, 2026

TO: Joshua McMurray, City Manager

FROM: Evan Gorman, Associate Planner

Approved and Forwarded to the Planning Commission

SUBJECT: Design Guidelines Training – Receive a presentation from staff on the City's design guideline documents.

Summary

The item before the Planning Commission is a training presentation regarding the City's design guideline documents. The purpose of the training is to provide an overview of what design guidelines are, why cities use them, what design guidelines documents Oakley currently has in place, and how those documents are used by staff and decision-makers during project review. No formal action is required.

The training will include an overview of the following:

- What design guidelines are and how they differ from development standards.
- The historical purpose of design guidelines and why they are used by local governments.
- The City's existing design guidance documents, including the Residential Design Guidelines, the Commercial and Industrial Design Guidelines, and the design standards and guidelines contained in the Downtown Specific Plan.
- The primary areas of focus within the Residential Design Guidelines, including neighborhood layout and design, residential siting and lot design, building massing and architectural character, streetscape, and neighborhood compatibility.
- The primary areas of focus within the Commercial and Industrial Design Guidelines.
- The role of the Downtown Specific Plan.
- How staff's review of a project's consistency with applicable design guidelines is presented in staff reports and draft resolutions.
- A brief preview of the City's ongoing effort to prepare residential Objective Design Standards in response to changes in State housing law and the increasing importance of measurable, objective review criteria.

Consistency with the Oakley Strategic Plan 27+

Holding a training presentation is consistent with the goals in the section of the Oakley Strategic Plan 27+ entitled, "Community and Economic Development Goal".

Reviewing applications for compliance with Oakley's development standards ensures thoughtful growth.

Attachments

1. Residential Design Guidelines
2. Commercial and Industrial Design Guidelines
3. Downtown Specific Plan

Design Guidelines Overview

City of Oakley

Planning Commission Meeting

April 7, 2026

OAKLEY
CALIFORNIA

What are Design Guidelines?

Design guidelines are the City's adopted direction for what quality development should look like in Oakley.

They help decision-makers, applicants, and the public evaluate whether a project fits the community's character and expectations for site planning, building design, landscaping, streetscape, and compatibility.



Where did they come from?

Design guidelines in American cities developed because local governments learned that traditional zoning rules were often not enough to shape the actual character and quality of the built environment.

As postwar suburban growth produced repetitive tract housing, projects technically met the code but still felt unattractive or incompatible.

Cities began paying greater attention to urban design, neighborhood character and the public realm.



Development Standards vs Design Guidelines

Zoning Code standards usual deal with basic measurements such as height, setbacks, and overall building envelope.

Design Guidelines:

- focus on design quality, compatibility, and character.
- often include a mix of required and encouraged provisions.
- are more interpretive, especially in older guideline documents.
- answer questions like: whether the building mass is too monotonous, whether the garage dominates the frontage, whether the project creates a good streetscape, whether the architecture fits the intended neighborhood character

What do they look like?

In the U.S., design guidelines typically look like illustrated policy manuals.

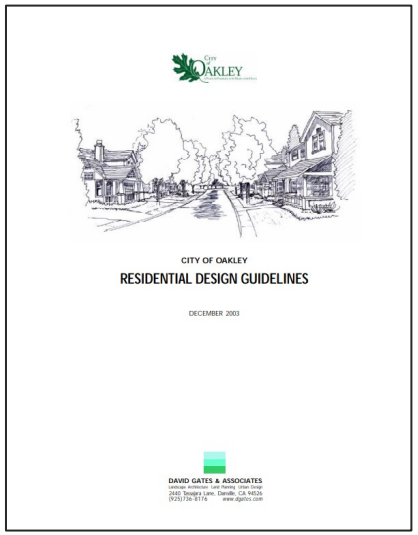
They usually include a mix of:

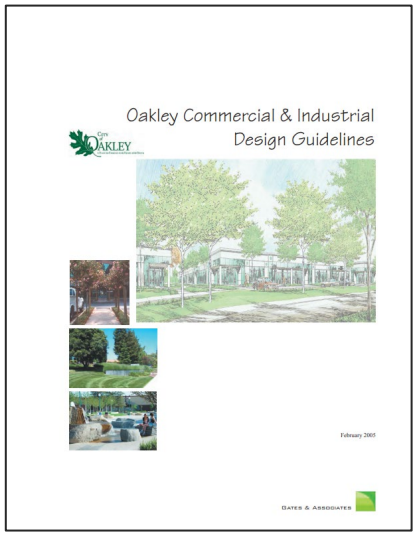
- written expectations,
- diagrams,
- photos or sketches,
- preferred and discouraged examples, and sometimes a combination of mandatory and encouraged language.

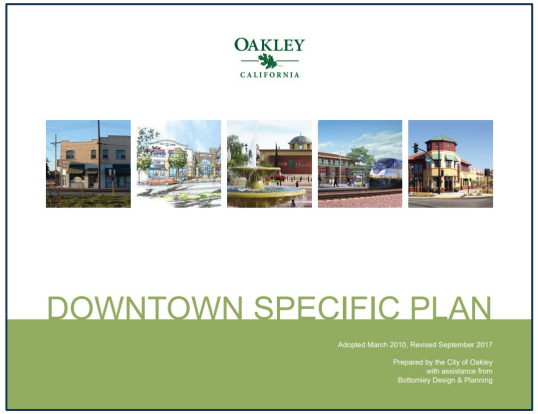


What does Oakley have?

Oakley has the Residential Design Guidelines (2003), Commercial & Industrial Design Guidelines (2005), and the design guidelines in the Downtown Specific Plan (2010).







Why use policy documents?

A commissioner's or planner's knowledge and instinct can be a critical part of the process, but policy documents provide a shared framework.

Without one, each person may be reacting to personal taste: one likes farmhouse, one hates stucco, one wants more brick, one just likes "traditional character." That is hard for applicants to predict, hard for staff to administer, and hard to defend if a decision is challenged.

Why use policy documents?

They create consistency.
They help ensure similar projects are judged by similar criteria.

They make the process fairer.
Applicants and the public can see the standards ahead of time.

They translate community preferences into adopted direction.

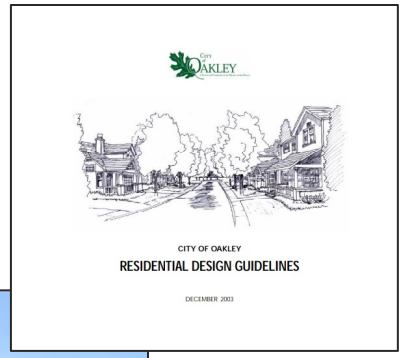
They help staff and commissioners explain decisions.
Instead of saying, “This just doesn’t feel right,” staff and commissioners can say, “The project does not provide the façade articulation called for in the City’s adopted guidance.”

They limit arbitrary decision making.
Even when guidelines are flexible, they still narrow the field of judgment. They keep design review tied to adopted policy rather than personal taste.

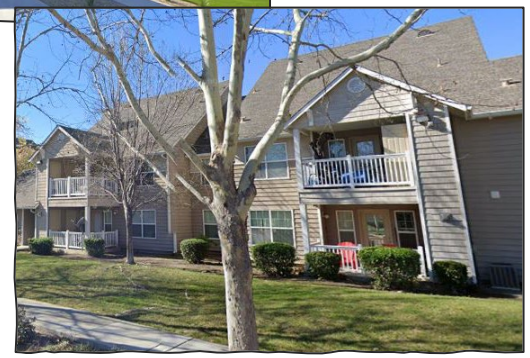
Oakley Residential Design Guidelines

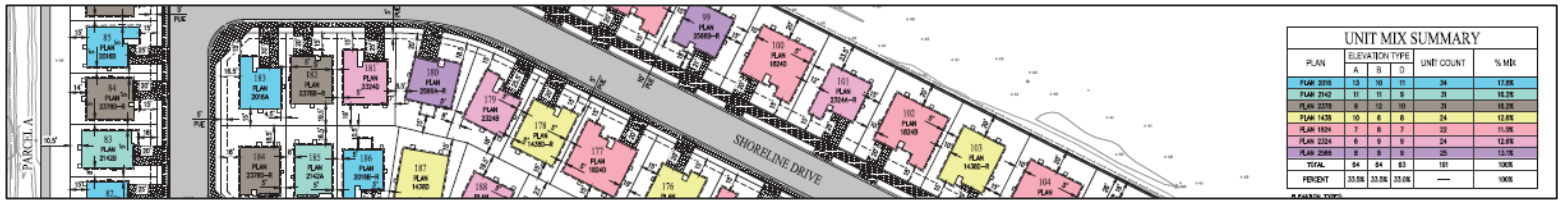
The Oakley Residential Design Guidelines establish the City's vision for new housing and address:

- Neighborhood layout and design
- Residential siting and lot design
- Building massing and architectural character
- Streetscape and neighborhood compatibility
- A mix of required and encouraged provisions









UNIT MIX SUMMARY

PLAN	ELEVATION TYPE			UNIT COUNT	% MIX
	A	B	D		
PLAN 2010	13	10	11	34	17.8%
PLAN 2142	11	11	9	31	16.2%
PLAN 2278	9	12	10	31	16.2%
PLAN 1435	10	6	8	24	12.6%
PLAN 1824	7	8	7	22	11.5%
PLAN 2324	6	9	9	24	12.6%
PLAN 2565	8	8	9	25	13.1%
TOTAL	64	64	63	191	100%
PERCENT	33.5%	33.5%	33.0%	—	100%

How to Read the Guidelines

Some provisions are **mandatory** and function like minimum requirements.

Other provisions are **encouraged** and express the City's preferred design outcome.

Project applicants are required to provide sufficient visuals and information to demonstrate that the proposed project meets the provisions of the Design Guidelines, or if not, that it achieves the intent of the Design Guidelines by other means.

Mandatory vs Encouraged

Mandatory: The minimum aggregate side yard setback between adjacent two-story elements shall be **15 feet**.





Encouraged: On corner lots, **single-story or stepped two-story homes are encouraged** because they create a more attractive yard and streetscape.

Areas of Focus

Neighborhood layout and design
- Oakley's Residential Design Guidelines try to address this through distinct neighborhood entries, clear neighborhood edges, open space, and pedestrian and bicycle connections to schools, parks, trails, and the surrounding community.

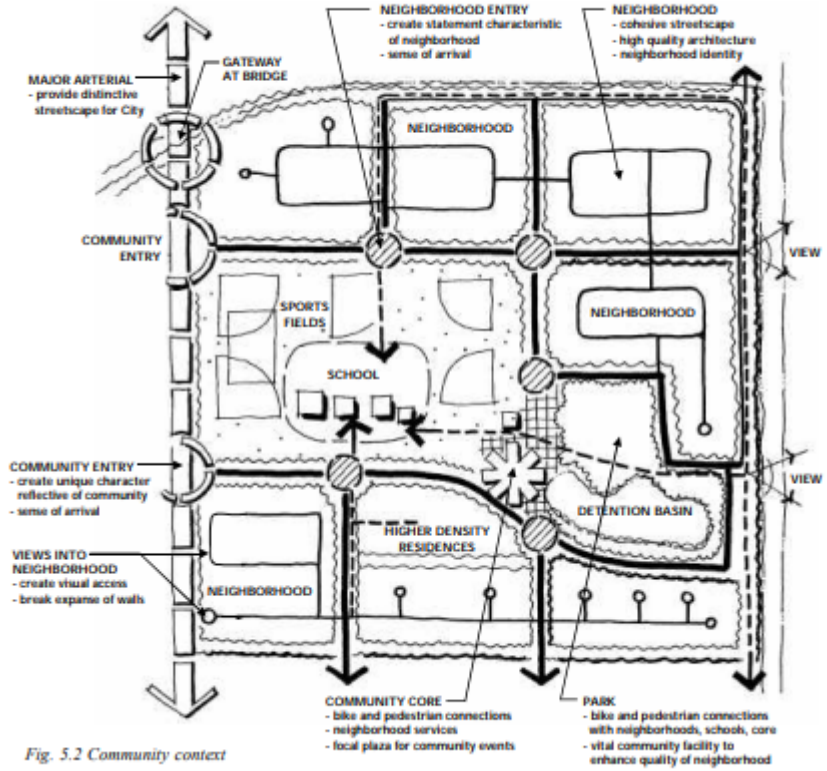


Fig. 5.2 Community context

Areas of Focus

Residential siting and lot design - Oakley's Residential Design Guidelines try to address this through variation in lot size and configuration, varied front and side setbacks, spacing between homes, privacy protections, landscaping opportunities, and garage and driveway placement intended to avoid monotonous or garage-dominated streetscapes.



Areas of Focus

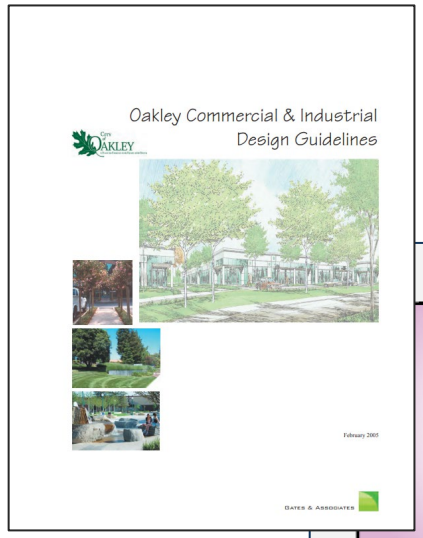
Building massing and architectural character - Oakley's Residential Design Guidelines try to address this through variation in one- and two-story forms, limits on repetitive plans, special treatment of corner lots, façade articulation, prominent entries, de-emphasized garages, varied roof forms, and compatible materials and colors.

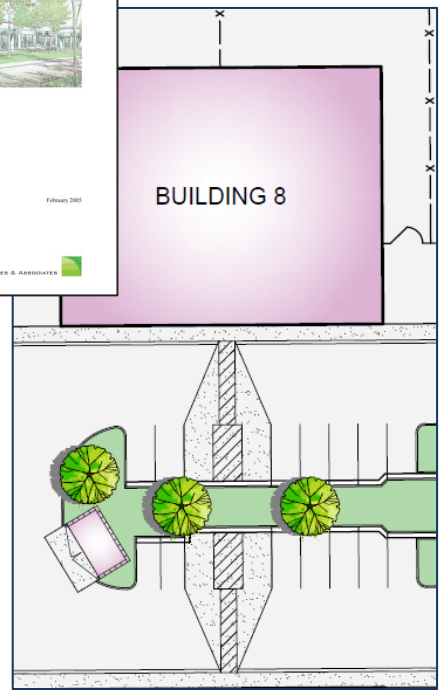


Oakley Commercial and Industrial Design Guidelines

The Oakley Commercial and Industrial Design Guidelines establish the City's vision for nonresidential development and address:

- Commercial and industrial site planning
- Building massing and architectural character
- Parking, circulation, and service area screening
- Landscaping, lighting, and site elements
- Streetscape, gateways, and special-use design



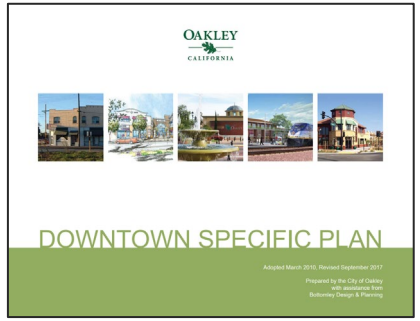




Downtown Specific Plan

The Oakley Downtown Specific Plan is broader than the City's standalone design guideline documents.

In addition to land use, circulation, capital improvements, and implementation measures, it also includes downtown-specific development standards and design guidelines intended to support a more pedestrian-friendly, mixed-use downtown environment.







Downtown Specific Plan







How City Staff's Review is Presented

Staff's evaluation of a project's consistency with the City's design guidelines is presented in the analysis section of the staff report and the findings within the draft resolution.

Example of a finding related to Design Guidelines

The Architectural Character of the proposed single-family homes is consistent with the applicable City of Oakley Residential Design Guidelines in that the proposed elevations demonstrate consistency with the City's Residential Design Guidelines and each proposed elevation maintains a coherent architectural style with compatible materials and detailing. Exterior materials are applied consistently and wrap building corners to avoid a "false-front" appearance and create a complete, finished look on all visible sides. On the two-story models, portions of the first or second floor, and in some cases both, project outward to add articulation and reduce visual massing. Several models feature prominent entry porches that help create visual interest and a welcoming street presence. Roof forms and tile selections vary by style, while each elevation employs a restrained palette of muted, earth-tone colors and no more than three cladding materials, as recommended by the guidelines. Façade and upper-story windows incorporate divided-lite detailing that reinforces the architectural character. The front-facing garage doors occupy no more than half the building width.

Consistency Through Interpretation and Precedent

The private construction and development industry typically changes at a pace faster than local governments can move.

Our Team does have to make **interpretations** when the industry shifts in a way that affects how we review them, such as when lots became smaller on average over the last decade.



Consistency Through Interpretation and Precedent

We sometimes must base review on **precedent** when the adopted rules do not cleanly answer a new industry trend or we're presented with an edge case.

We may set areas of **emphasis** to make sure we catch something if it's caused issues in the past – such as screening equipment, paint consistency, or pedestrian walkway connectivity.

Objective Design Standards

Over the last several years, the California State Legislature has passed laws intended to smooth out the process of building housing in all cities. State law increasingly limits our review to Objective Standards.

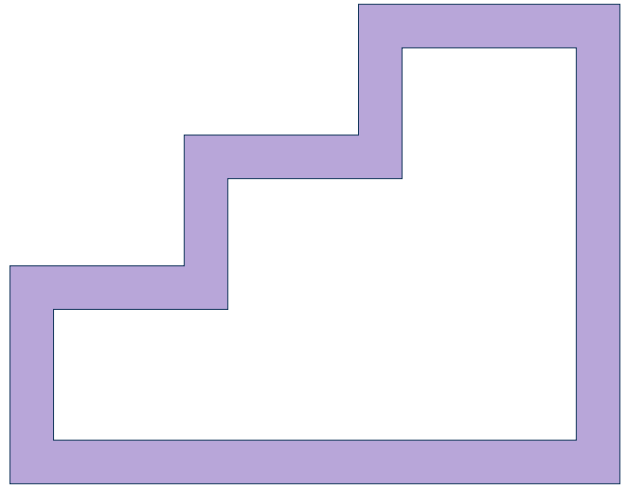
Objective Design Standards (ODS) are quantifiable and measurable design standards that can help streamline the review of different types of residential development.

Examples of ODS

At least two materials shall be used on any facade, in addition to glazing and railings.

Dwelling units that abut a street shall orient the primary entryway toward the street.

All building elevations shall employ a building base at least 3 feet in height faced with stone or brick.



Residential ODS Are on Their Way

Our team is seeking to implement Objective Design Standards so that we can ensure new development fits in well with our community.

Questions



CITY OF OAKLEY

RESIDENTIAL DESIGN GUIDELINES

DECEMBER 2003

DAVID GATES & ASSOCIATES
Landscape Architecture Land Planning Urban Design
2440 Tassajara Lane, Danville, CA 94526
(925)736-8176 *www.dgates.com*

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1 INTRODUCTION

Purpose of the Design Guidelines

The City of Oakley Design Guidelines address the characteristics of public and private places that make a community visually interesting, functional, and a source of community pride. These Guidelines are intended to aid project developers, design professionals, City staff, the Planning Commission and City Council in the design review of individual, public and private development within the City of Oakley. The intent is to ensure consistent quality while supporting flexibility and the ability to provide unique solutions which may fulfill the intended design.

Use of the Design Guidelines

This document contains both proscriptive (mandatory) and suggestive (strongly encouraged) guidelines. While setting minimum standards for a number of design issues, it is the intention of the Design Guidelines to allow as much freedom and flexibility as may be necessary to provide for creative design expression while achieving and maintaining a high level of quality and continuity as the community develops over time.

Project applicants should provide sufficient graphics and information to demonstrate that the proposed project meets the provisions of the Design Guidelines, or if not, that it achieves the intent of the Design Guidelines by other means.

Whenever there appears to be a conflict between these Design Guidelines and the City of Oakley General Plan, these Guidelines shall prevail. For items not covered by these Guidelines, the Oakley Zoning Code shall be used as a guide. For properties in the Redevelopment Area, the Oakley Redevelopment Area Planned Unit District Guidelines will be used.

Community Values

Oakley's Heritage - A place for families in the heart of the Delta

Oakley has a strong sense of place. It's location on the Delta has imbued it with a particular flavor, and its agricultural heritage is still in evidence. Its historic downtown is central to its small town feeling. An important function of these Guidelines is to reinforce and preserve Oakley's unique character.

Within the City of Oakley are several distinguishable zones, illustrated in the figure below. Each of these zones has its own aesthetic character. As land uses evolve, the sense of place and of history can be preserved through design. In interpreting these Guidelines, consideration should be given to the ways in which design choices may reinforce the qualities inherent in each zone. For example, where an arterial road passes through the Delta or Topographic Zone, the landscaping may include more informal clustering of trees, and where it passes through the Agriculture or Existing Community Zone, an orchard pattern or regular spacing of trees may be more appropriate. Water features such as riparian channels might be integrated into a



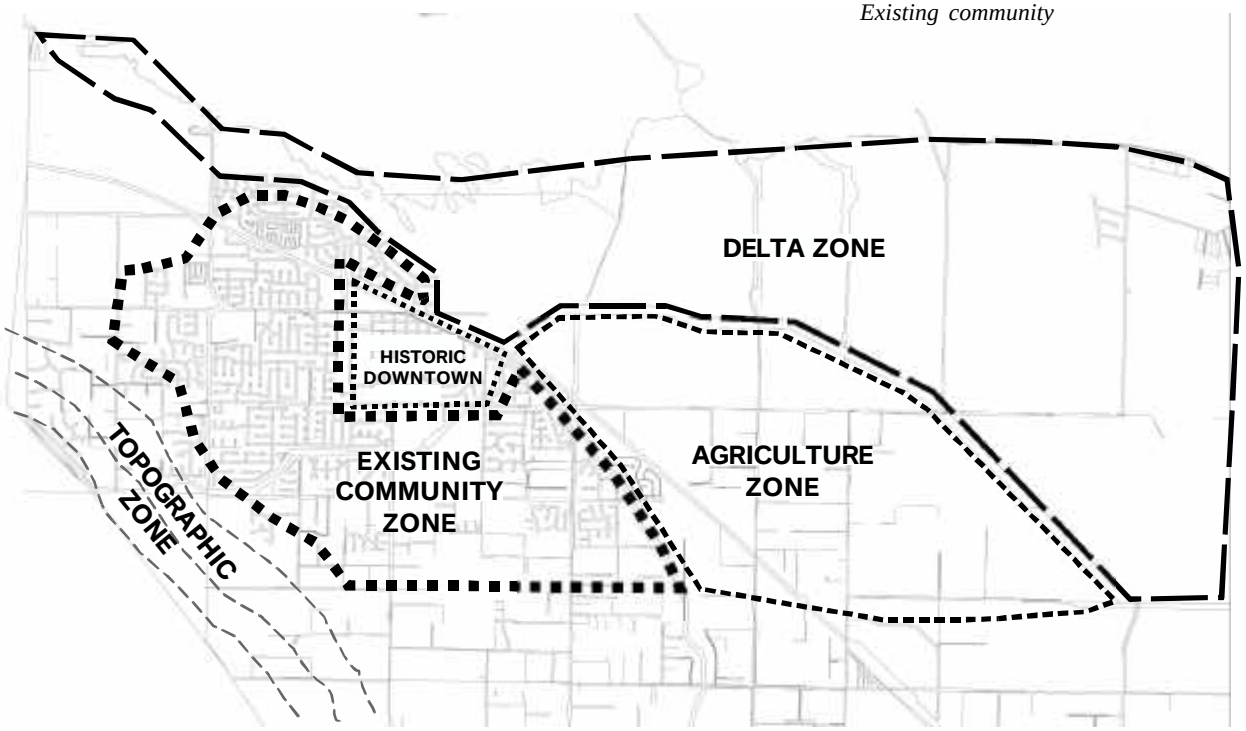
Topographic zone



Topographic zone



Existing community



subdivision in the Delta Zone. Entry materials and planting may evoke different zone characteristics. For example, rock walls and oak clusters may signify the Topographic Zone, whereas a wall with a grape arbor may bring the history of the Agriculture Zone to mind, and a stand of water loving trees may announce the Delta.

Oakley's natural heritage is also an asset to be preserved and celebrated. The Oakley community places high value on its open space and trail system, and its heritage trees. In site planning decisions, preservation of significant existing trees should be of the highest priority. Where it is possible to maintain view corridors to open space, or to maintain or establish pedestrian connections to the trail system and open space, those opportunities should be maximized. In designing streetscape, it is important to highlight creek, canal and trail crossings. By emphasizing Oakley's natural features in project design, an important layer of texture will be preserved in the Oakley landscape.



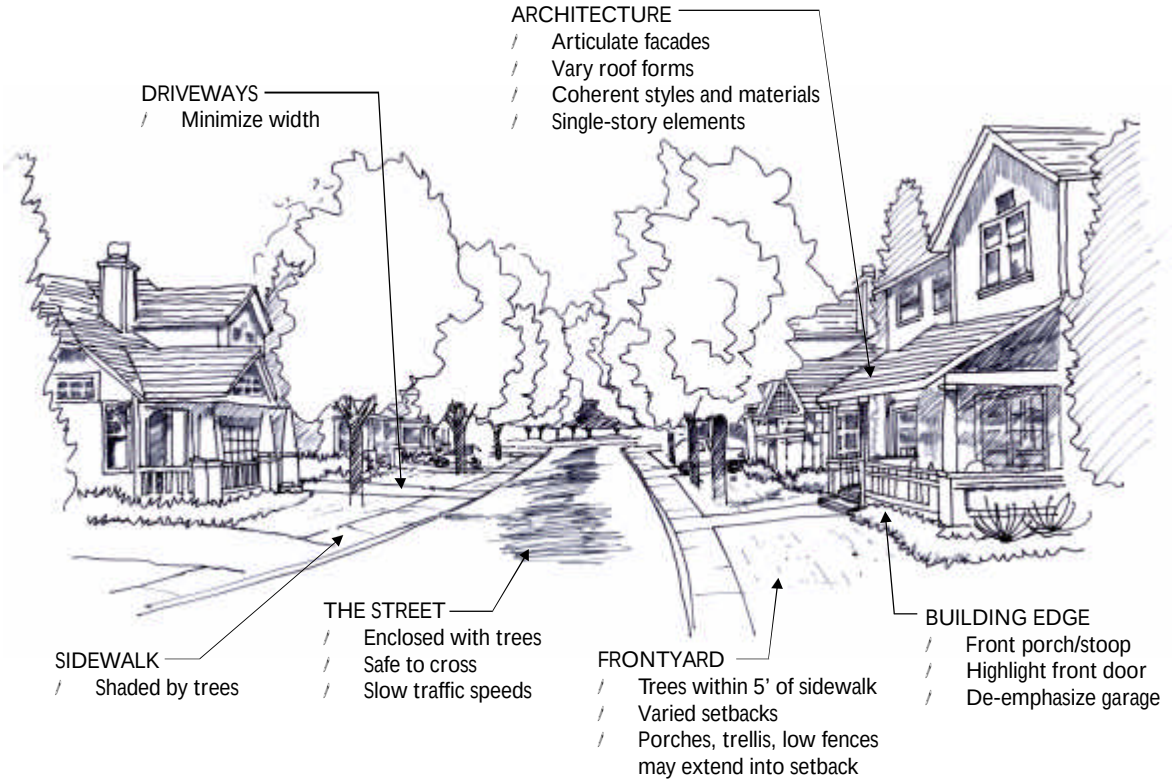
Delta zone



Agriculture zone



Agriculture zone



Livability and Sustainability

Good design can enhance a city's livability. With careful consideration, neighborhoods and streets can be designed to retain a friendly, small town feeling. To create a more livable community, attention must be paid to pedestrian and vehicular circulation patterns, visual interest, scale, rhythms, open space and physical comfort. For example, in designing a residential neighborhood or subdivision, it is necessary to evaluate the pedestrian circulation system so that neighborhood children will be able to walk or ride to the local school or park in safety (minimizing potential conflict points with vehicles, maintaining visibility along pedestrian corridors) and comfort (wide enough sidewalks, trees for shade and wind protection). It is necessary to consider the siting and architectural form to ensure harmony, variety and interest along the neighborhood street. These Guidelines address many specific elements that contribute to a comfortably scaled, visually pleasing residential environment.

It is also intended that these Guidelines encourage sustainable development and building practices. In the site planning context, this includes such elements as storm water (runoff) management, installation of well systems for irrigation, and building siting for solar exposure or to minimize grading. In the architectural context, sustainability includes not only the use of appropriate materials, but consideration of energy conserving design. In landscape and streetscape treatment, it includes such elements as tree planting to create shade in summer and allow light in winter, and use of drought tolerant and low water use plant materials. It is encouraged that LEED (Leadership in Energy and Environmental Design) criteria be used in determining siting, building materials, energy and water use, and landscaping.

Good site planning, architecture and streetscape design are all building blocks for creating good neighborhoods. These Guidelines provide criteria and direction to help in the building process.

2 NEIGHBORHOOD LAYOUT AND DESIGN

The layout and design of a residential neighborhood has a significant impact on its identity as a separate and special place, and its integration into the larger community. This section discusses overall concepts in neighborhood design, as well as specific components which impact the character and functionality of the neighborhood. This section is applicable to multi-unit subdivisions of various sizes. A section on estate neighborhoods is also included, to discuss the characteristics that differentiate estates from smaller lot neighborhoods.

Neighborhood Components

1. Develop a hierarchy of streets which are legible and functional. Circulation should be clearly defined. Local streets - smaller, with slower traffic - create a more intimate environment for residents. Collectors provide clear paths in and out of the neighborhood. Streetscape design is discussed in detail in the "Streetscape" section.

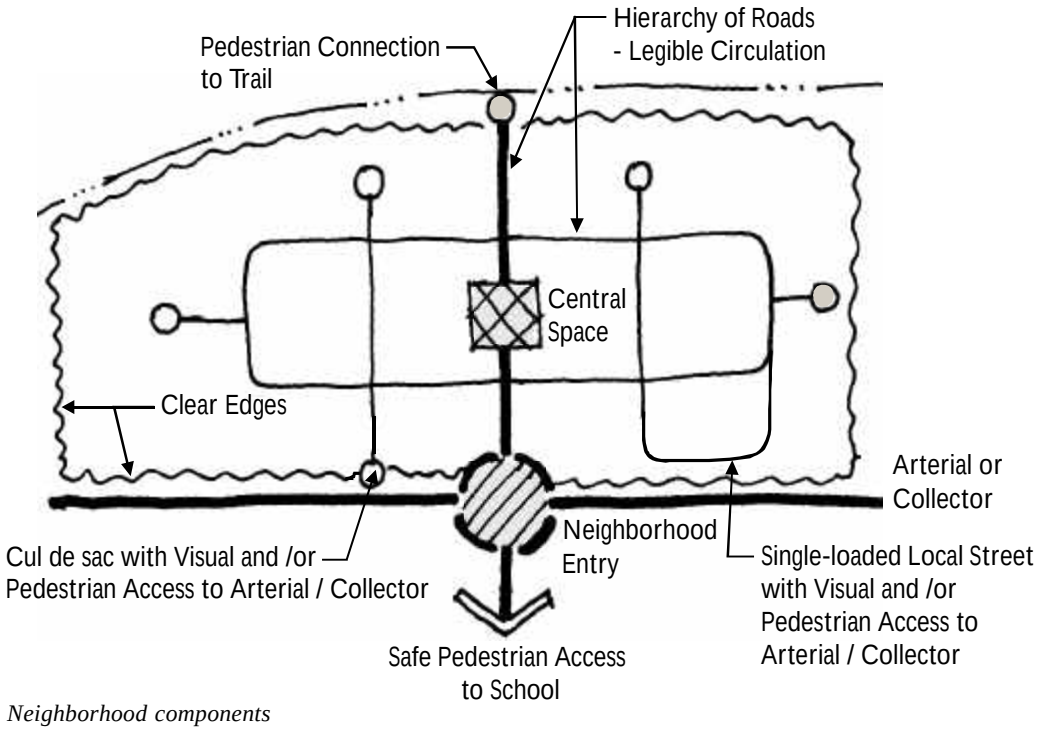


Fig. 5.1 Neighborhood components

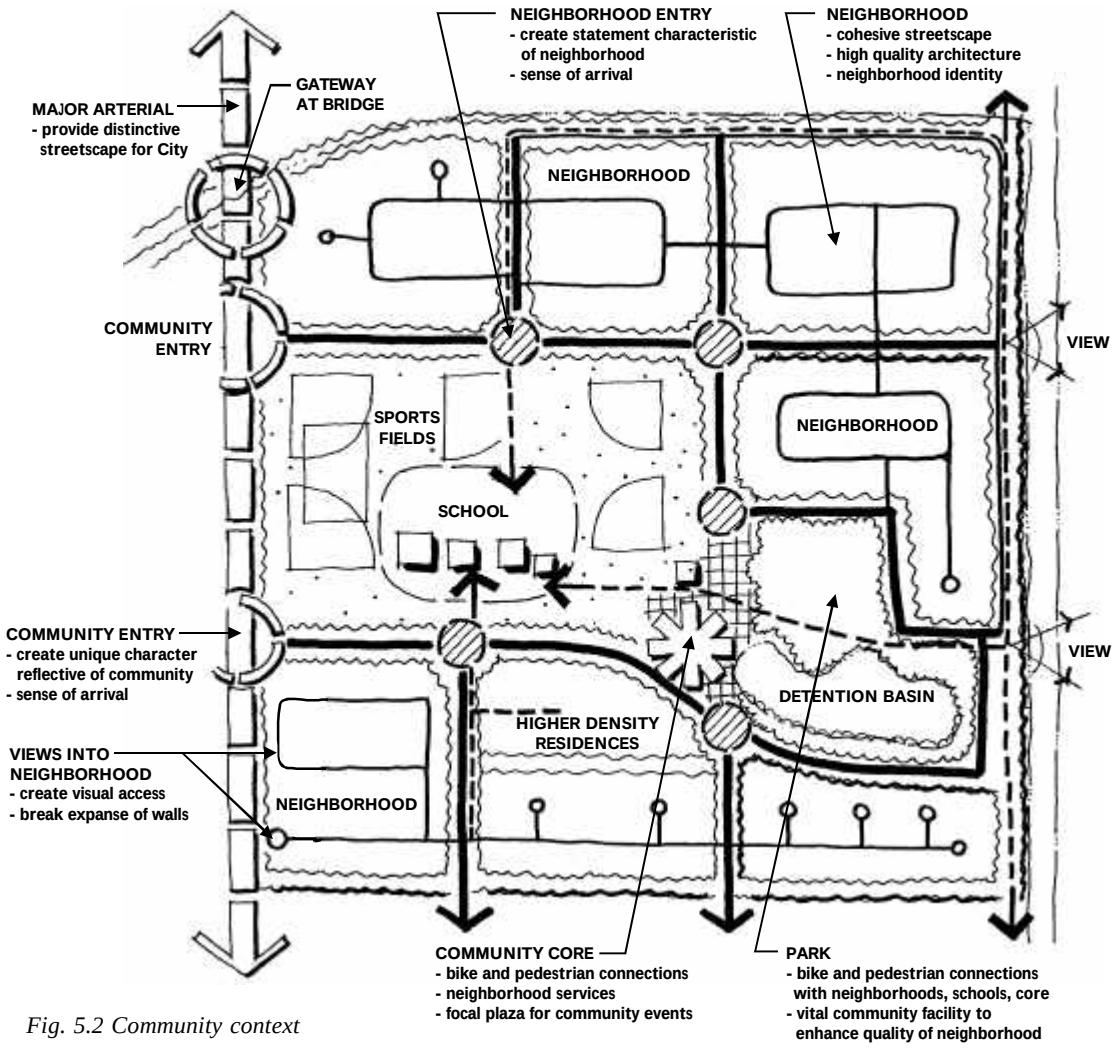


Fig. 5.2 Community context

2. Make the neighborhood entries distinct and memorable. Entries add to neighborhood identity, as well as acting as a visual amenity. Entries are discussed in detail in the "Streetscape" section.

3. Define the neighborhood with clear edges. The edge may be a natural feature such as a creek, or it may be a landscape buffer and/or attractive wall. Punctuate long stretches of soundwall with open fencing, berming and/or landscaping where cul-de-sacs abut arterials, or by locating segments of single-loaded local streets parallel to the arterial.

4. Provide open space within the neighborhood. Parks, neighborhood greens and linear trails provide recreational opportunities and visual relief. They add significantly to the neighborhood's character, and function as the community's social spaces.

5. Create a central place. Whether it is a community center, a park, or a small green space used as a commons, a central place acts as a focal point for the neighborhood.

6. Connect with the surrounding community. Safe and efficient pedestrian and bicycle connections as well as visual connections help to integrate the neighborhood with the greater community.

   · Where a neighborhood abuts a trail, park or open space, provide pedestrian and bicycle access from the neighborhood.

   · Provide safe and efficient pedestrian and bicycle circulation for children travelling to and from schools.

   · Create visual access by using open fencing, berming and/or landscaping rather than soundwalls as described above.

7. Incorporate energy and resource efficient design, and encourage sustainable practices.

   · Consider use of natural drainage swales, riparian corridors and dual use detention areas for storm water (runoff) management.

   · Install reclaimed water supply lines for future irrigation. Refer to City of Oakley Engineering Standards for reclaimed water requirements. Consider installation of well systems for irrigation of parks, parkways and open areas.

   · Lay out lots to best take advantage of sun and wind patterns and natural topography.



Connect with trails

Infill Compatibility

Whenever a builder of a single home or of multiple homes seeks a permit to build within an existing subdivision or is adjacent to an existing development, the look of the new home(s) should be such that it appears to a casual viewer that all of the homes were designed as one development.

The criteria to be considered in making that determination include but are not limited to: the size range of the homes, the design of the homes, the quality of materials used, fencing and vegetation palette, colors and setbacks.

The community development department shall assign any new development in or near any existing subdivisions to the appropriate subdivision to be used for design guidance, unless a new higher quality of development is being applied for, in which case, the developer may submit plans for a new subdivision design.

Estate Neighborhoods

Parts of Oakley will retain a more rural character. Areas containing larger lots (typically Zones R-15 to R-100) may be developed as estate neighborhoods. The look and feel of estate neighborhoods will differ from that of other residential development in a number of ways.





1. Streetscapes may be more rustic. Concrete sidewalks may be omitted on one or both sides of the street.
2. Street lighting may be omitted on local streets.
3. Circular driveways are allowed with two curb cuts per lot.
4. Fencing materials may include wood, wrought iron or masonry. Rustic styles such as split rail or three-rail fences may also be acceptable.



Estate neighborhoods will follow most of the guidelines described in this document. Because greater setbacks are required on the larger lots, and because more flexibility in building siting is possible, some of the guideline provisions may be waived, including:



1. The requirement that 20% of units shall be single story.
2. The requirement that 50% of corner lots be single story, however, 50% of corner estate lots shall have a significant one-story element.

3 RESIDENTIAL SITING AND LOT DESIGN

One of the important goals of these guidelines is to create a functional residential streetscape that provides variety in appearance, as well as individuality for each home. The following section elaborates on home siting and massing criteria which will contribute to the creation of a successful street scene. While it is not necessary that every method be used, selective and appropriate use will enhance the quality of the neighborhood.

Lot size variation

1. Provide for a less "measured" look for new subdivision design while allowing flexibility for topographic variety.

   · Explore variation in lot size and configuration to create visual interest, and to respect and preserve the natural setting (e.g. to preserve existing trees or avoid extensive grading). (Fig. 2.1).

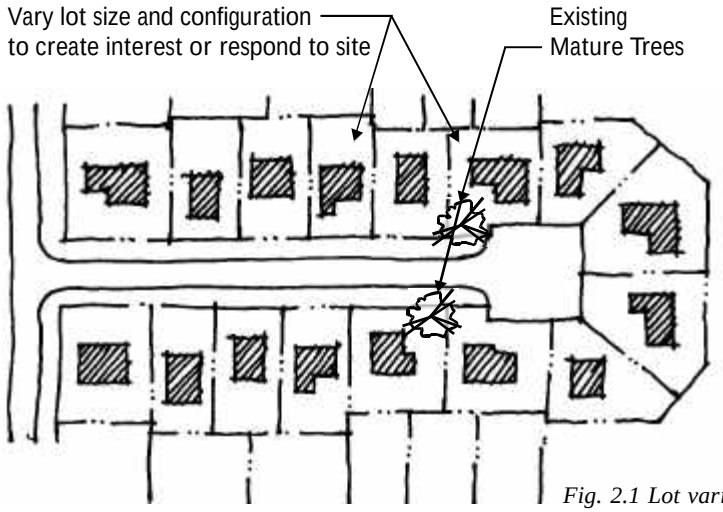


Fig. 2.1 Lot variation

Where minimum dimensions are stated, it is strongly encouraged that they be exceeded.

<u>Front setbacks:</u>

1. Vary setbacks along the street frontage to avoid long straight "walls" of buildings along the street.



Avoid long straight "walls" of buildings

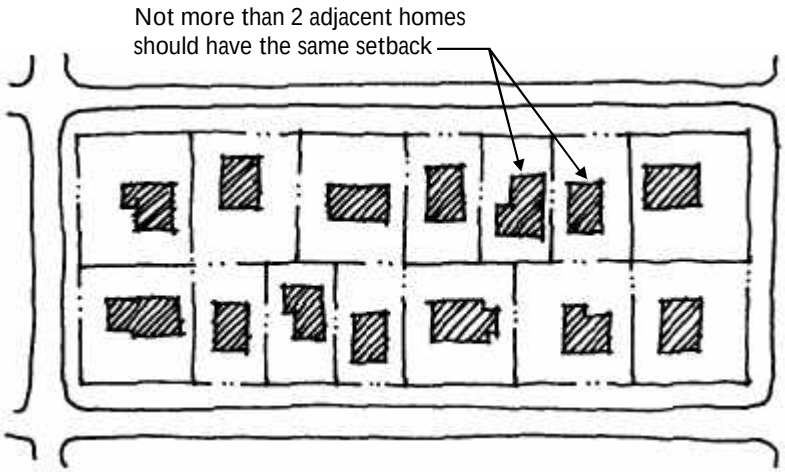


Fig. 2.2 Varied front setbacks

- Not more than two (2) adjacent homes shall have the same front setback. (Fig. 2.2)

- For each group of three adjacent homes, at least one should contain a home whose front yard setback varies from those of its neighbors by at least 5 feet. Minimum setbacks may not be reduced to accommodate this variation. (Fig. 2.3)

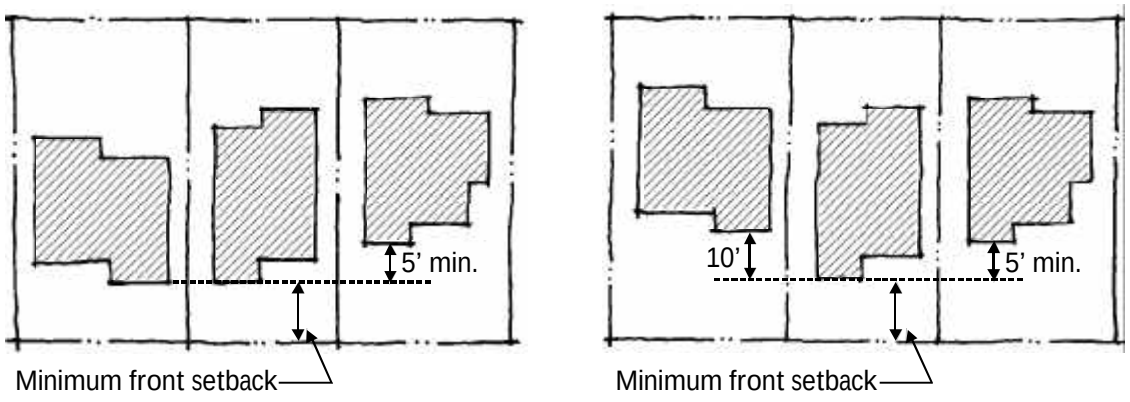
2. Create visual interest by allowing certain structures within the front setback.

   - One-story porches may protrude up to 5 feet into the front setback.

   - Entry monuments, trellises, portals, arbors, entry gates and low landscape walls or fences (maximum 36" in height) may be allowed within the front setback.



Examples of structures that may be allowed within the front setback



ACCEPTABLE **PREFERRED**

Fig. 2.3 Varied front setback in relation to adjacent homes

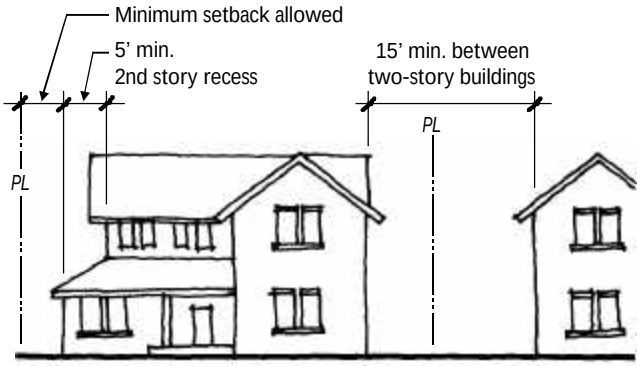


Fig. 2.4 Side yard setback

Side and rear yard setbacks:

1. Relate side yard setbacks to the massing of the residence. Provide adequate setbacks between units to protect privacy and to allow landscaping appropriate with the scale of homes. Setbacks should be varied to respond to site conditions, architectural mass and neighborhood character.

   · The minimum aggregate side yard setbacks between adjacent two-story elements shall be 15 feet. (Fig. 2.4)

   · A side elevation may be considered a single story element where the second story is recessed at least 5 feet.

   · Where minimum side yard setbacks are used, care should be taken that windows are located so as to provide privacy.

   · Where lot sizes allow, provide larger side yard setbacks adjacent the garage to provide room for R.V. parking in the side setback.

2. Use side yard setbacks for landscaping and to provide views between buildings.

   · Protrusions such as air conditioning units shall not be allowed into the minimum side yard setback. Roof overhangs which do not preclude screen planting or fireplaces that do not obstruct circulation or access may be exceptions.

3. Vary setbacks for visual interest where rear or side elevations are visible from major roadways or public areas.

   · Vary rear yard setbacks by at least 5 feet where visible from major roadways or public areas.

   · Vary side yard setbacks between units to avoid monotony as seen from major roadways or public areas.



More than minimum side setback is encouraged in cases of two story elevations



Single story setbacks with landscape



Monotonous rear setbacks along major roads are not encouraged

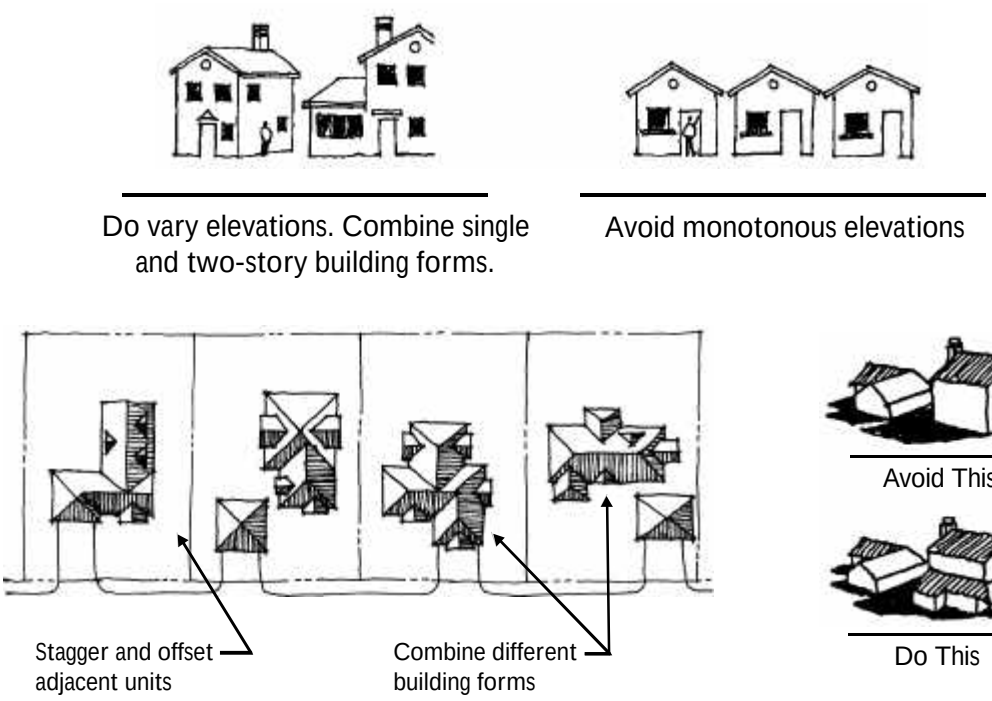


Fig. 2.5 Varied elevations and building massing.

Building mass

1. Create diversity by varying the bulk and mass of buildings. Avoid a monotonous streetscape by creating diverse house footprints with cutouts and pop-outs. (Fig. 2.5)

   · Combine single and two-story building elements and forms. Provide transitions between one and two-story buildings to ensure architectural compatibility. Second story setbacks are encouraged. A two-story building is more harmonious to a neighboring one story home if it also contains a one story element.

   · At least 20% of units within a subdivision shall be single story.

   · Not more than 25% of units within one subdivision may have the same two-story plan. Units with similar building elevations may not be located on adjacent lots or directly across the street from each other. A maximum of two such units may be allowed adjacent or opposite one another, only if they are noticeably different in colors, materials and details.

2. Corner lots are highly visible and require special treatment. Single story or stepped two-story homes are encouraged, as they create an attractive yard and streetscape. Porch entries on corners provide a welcoming scale.

   · At least 50% of corner lots in a subdivision shall be one-story units.

   · On corner lots, reduce the feeling of height and mass by placing the short side elevation on the corner. (Fig. 2.6)

   · Locate driveways away from the corner so to reduce their visual prominence and allow landscaping to wrap around.

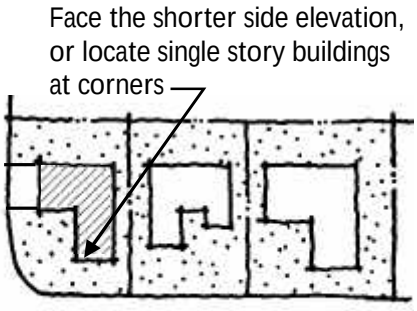


Fig. 2.6 Corner lot massing

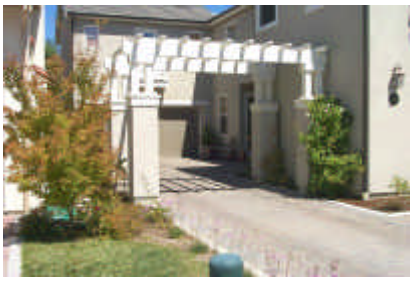
Garage/driveway configurations

1. Avoid garage-dominated streetscapes. Explore opportunities to minimize visual impacts of garage doors and driveways by locating garages to the rear of the parcel, to use side-loaded or angled garages and to provide increased setbacks for garages.

   · It is desired that at least 20% of residences in a development have garages which either do not face the street or have a minimum of 35 feet front setback to the garage door.

   · When utilizing a side-loading garage, articulate the primary garage facade facing the street with window openings and shadow relief.

   · Avoid internal streetscape dominated by a repetitive pattern of similar garage doors. Where more than three similar garage doors in a single unit are located in a row, planting areas



Recessed garage



Recessed and divided garage doors



Side-loading and separated garages

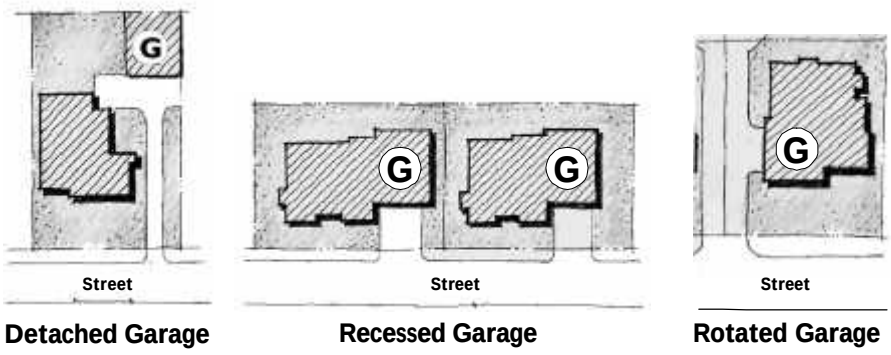


Fig. 2.7 Garage configuration

should be used to scale the visual impact. No more than two adjacent units shall use the same garage placement configuration. (Fig. 2.7)

- Front-facing garages door shall be recessed at least 3 feet behind the front elevation of the house whenever possible. Recessing front-facing garage doors behind the residential front door is encouraged.

- Front-facing garage doors should take up no more than 50% of the front building elevation. Consider use of visually divided garage doors to reduce the perceived expanse of doors. (Fig. 2.8)

- Explore opportunities to stagger setback of doors for 3-car garages. Front-facing 3-car garages shall have at least one garage door staggered a minimum of 2 feet on the front building elevation. Configuration of 3-car garages with two tandem spaces is encouraged.

2. Encourage front yard landscaping and create a more appealing streetscape.

   - Not more than 25% of a lot's frontage may be used for a driveway opening (except on cul de sacs), however an 18' driveway width is allowable for a two car drive on any lot. (Fig. 2.8)

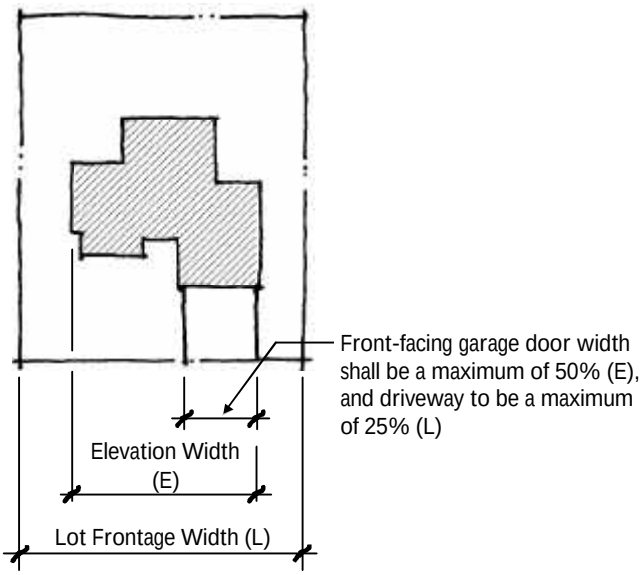


Fig. 2.8 Garage and driveway proportions

- Only one curb cut per lot is allowed.

3. Storage of recreational vehicles and boats can present a visual problem if not addressed in the development of a neighborhood site plan.

   - Where recreational vehicles or boats are to be stored on an individual homesite, storage shall be located behind the front facade of the home, behind the 6' high good neighbor privacy fencing.

Accessory structures

1. The intent of guidelines for accessory structures is to avoid creating a nuisance which may interfere with a neighbor's privacy or outdoor enjoyment, such as noise, dust, or odor.

   - Accessory structures must meet setback and height requirements set forth in the City of Oakley Zoning Code.

   - The materials and the architectural style of an accessory structures should match the materials and style of the primary unit.

   - Site and design accessory structures to minimize their visibility from adjacent residences and public areas. Avoid creating intrusive views into neighboring homes or outdoor use areas from accessory structures.

   - Design and locate air conditioning equipment, and pool and spa mechanical equipment so that noise will not adversely impact neighbors.

   - Large satellite dishes should be screened from view of adjacent property and public areas. Small satellite dishes (20" or less) may be located as required for best reception.

4 ARCHITECTURAL CHARACTER

The goal of these architectural guidelines is to provide general design criteria and guidance for the development of various neighborhoods in the City of Oakley. These guidelines have been developed to establish a high level product quality, to assure both variety and compatibility, and to enhance the community's overall value.

The architectural character of new residences in the City of Oakley should be appropriate to the region. Diversity and innovation are encouraged within the framework of high quality design and construction standards. Following are categories of issues that should be addressed to achieve an attractive, well-scaled residential environment.





Design elevations to be viewed from multiple directions

Facade Articulation

General

1. Design elevations to be viewed from multiple directions. Provide a well integrated continuity of materials, colors and detailing , with a consistent treatment that wraps around all facades. Avoid large, flat facades on the front, back and sides of the buildings. This is especially important where sides and/or back are visible from major roadways or public spaces.

   · With two-story buildings, delineate the different levels with elements like bandings or roofs that continue around the building. Two-story buildings should include a stepped back or "pop-out" element on the second floor to break up the building mass. Upper levels should be stepped back from the front facade as necessary to reduce perceived heights. All building second story elevations facing the street shall have windows or other significant architectural features.

   · A variety of elements such as front porches and balconies should be considered, to create interesting spaces and transitional outdoor areas. Balconies could occur at upper level corners to lend transparency to the mass, as well as help 'turn the corner'.



Facade articulation that does not wrap around corner





Avoid large, flat facades that are visible from major roadways

- Articulate the building mass of each house or building to create substantial shadows.



Front Elevation

1. A welcoming entry should be the dominant feature of the front elevation of each home. The building plan and roof form should highlight the entry, providing visibility and identity from the street.

   - Emphasize home entries to reinforce pedestrian orientation and country warmth of the community. Usable front porches and wide entry stairs, which are permitted to protrude into setbacks, can personalize the streetscape. Consider separating the entry walk from the driveway.

   - Integrate features like columns, porches and roof overhangs to create a protected entry area.

   - Detailing of front doors should reflect the style and quality of the home.

   - Articulate or recess doors into the wall plane.



Details and balconies that turn the corner lend transparency to the building



Entry porches create a welcoming scale to the facade and streetscape

2. De-emphasize garages to create a friendlier streetscape. (For garage setbacks and locations, refer to Chapter 2: Residential Siting and Lot Design.)

   - Use decorative garage doors with glass details and pattern moldings. Avoid monotonous, flat doors.

   - Consider designing two-car garage openings to reduce the perceived mass of the garage. Garage doors must be wide enough to accommodate large family vehicles such as S.U.V.s or pick-up trucks.

   - Detail the garage consistent with the architecture of the house. The design treatment of the door should strive to reduce the overall visual mass of the garage.

   - When using a side loading garage, articulate the primary garage facade facing the street with window openings and shadow relief.

   - Residential designs that include side or recessed access to garages are strongly encouraged.

Windows and Doors

1. Window patterns, proportions and detailing are a major component of the architectural style.

   · Use appropriate window forms (deeply recessed, arched, grouped or double-hung easement windows, etc.) to complement the architectural style of the building.

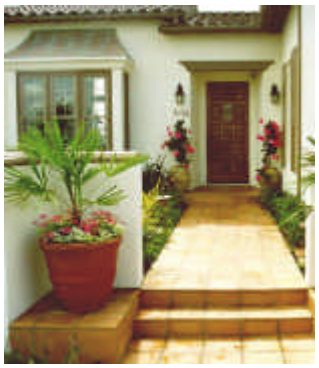
   · Include special treatments such as divided panes, window boxes, deep sills and functional shutters to highlight the windows. Avoid unpainted aluminum or large expanses of undivided pane windows.

   · All windows and doors should have raised elements to create shadow and interest on the facade.

   · Recess windows into the wall plane and align windows whenever possible.

   · Window casing materials and colors should complement the buildings materials and colors.





Intricately detailed doors and windows are encouraged

Roof Form

1. Create a varied roofscape appropriate to the architectural style, while avoiding repetitive and monotonous forms.

   · Articulate roof forms to provide varied planes and masses within the overall roof; for example, combine a variety of one and two-story roofs with eave height variations, roof offsets, dormers, vents and breaks in roof plane.

   · Avoid monotonous simple pitched roofs. Vary roof orientations, slopes and heights to create interesting planes and ridges, and to break up large expanses. Flat or almost flat roofs are strongly discouraged.

   · Punctuate large expanses of roof by allowing the roof form to reflect the functional spaces within each building.

   · Combine one and two-story roofs with eave height variations. Include overhanging eaves and detailed gutters to create shadows on the building.

   · Create a more intricate scale by including appropriate roof elements like dormers and gables.





Avoid monotonous simple pitched roofs



Porch roofs emphasizes horizontality and de-emphasizes vertical scale



Combine one and two story roofs to help 'step down' building mass



A strong roof punctuated by a row of dormers with windows



Combining roof elements create interest and a high quality appearance

Materials, Finishes, Colors and Detailing

1. Materials and colors should promote harmony, as well as interest within a neighborhood. Architectural styles should utilize a limited palette of compatible materials, avoiding excessive different materials and colors that detract more than enhance the overall appearance.

   · Compatible (not duplicate) color schemes should be used on adjacent homes. Use warm, natural colors instead of stark white to reduce glare and perceived mass of the building.

   · Transitioning of materials on the building should be subtle and occur with a change of plane on the facade. Use of a masonry or brick curtain around the base of the house is encouraged.

   · Vary roof materials and colors from one house to the next, in a compatible manner. Roof materials should always complement the architectural style. Suggested colors include wood and earth tones. Materials and colors of gutters and downspouts should be integral with the architecture.

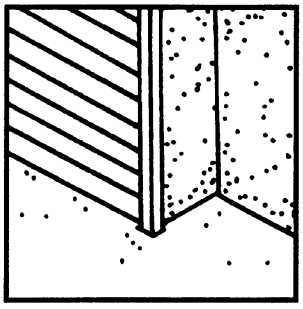
2. The materials and forms used should be appropriate to the character of the Oakley community. Diversity and innovation is encouraged within the framework of high quality design and construction standards. Natural, classic, rustic and residential-scale forms and materials should be the focus of the design palette.

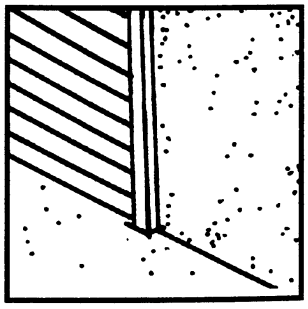
   · Exterior wall materials should be appropriate to the architectural style. Refer to 'Architectural Styles,' below.



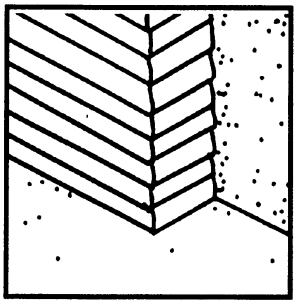


Abrupt and illogical change in materials result in an incoherent and superficial appearance





DO NOT: Change materials and colors without turning the corner or on the same wall plane



DO: Transition materials with a change in the wall plane

- The use of the following building materials is encouraged:

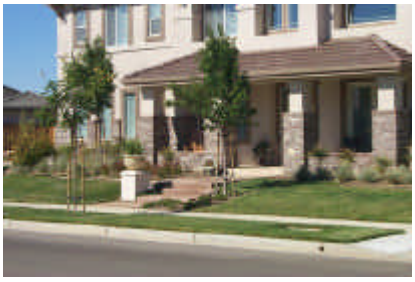
  Roofs: Tile, or concrete or steel tile (composition or wood shake roofs are not allowed)

  Walls: Horizontal and vertical siding, stucco, plaster, masonry

  Windows: Small divisions of large glazed areas are preferred over large panes of glass

  Chimney: Stone, brick, stucco, plaster

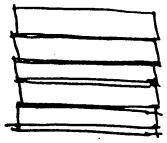
- The use of stone and brick is encouraged on front elevations.
- Preferred colors include contemporary colors, soft pastels, grays, beiges, and other earth tones. Other color palettes may be acceptable upon review by Staff and Planning Commission.
- Modern interpretations of rustic, agrarian details and materials are especially appropriate to Oakley. Examples include white-trimmed wood siding, exposed rafters, vertical double-hung windows, and front porches.
- Provide all residential units with a clearly visible house number and pedestrian level security lighting.
- Integrate metal vents and flashing, gutters and downspouts into the building design in a manner that enhances the visual image. New homes shall be constructed with interior wiring connections. Where they are added to existing structures, wires for additional cable, satellite or phone service should be secured to the house, and screened when possible.
- Ground-mounted mechanical equipment shall be screened from view with landscaping or fencing.
- Fences should have a finished, trimmed look, of good design, and constructed with quality materials compatible with the house design. Wooden fencing shall have steel posts, or a similar alternative.



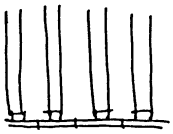
Utilize a limited palette of complementary materials



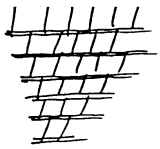
Stark white color emphasizes building mass



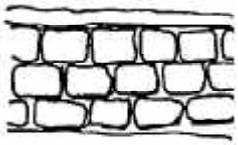
Horizontal Siding



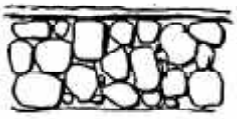
Board & Batten



Shingle



Masonry



Rock

Energy and Resource Efficiency

1. Design and site units so as to take full advantage of natural heating and cooling, sun and wind exposure, and solar energy opportunities.
2. Use of sustainable and recyclable materials is encouraged.
3. The use of solar energy alternatives allowing for electrical and/or heat generation is desired but not required in all new construction.
4. Greywater systems are encouraged in all new construction. Refer to City of Oakley engineering standards for reclaimed water requirements.
5. Well systems for irrigation of common landscape areas are desired but not required.

Architectural Style

1. Design individual units with one consistent style. Design the style of fixtures, fences, and accessory structures to match the building's architectural style.

2. Building architecture should incorporate a variety of units, building sizes and heights, and color accents. Avoid duplicating the architectural character on the closely adjacent or opposite units without altering the details, materials and colors to create a varied appearance.

3. Details and fixtures should be aesthetically complete, functional and integral with the building and not appear superficial.

A thorough understanding of an architectural style is needed to create a harmonious design with appropriate architectural elements, details and fixtures. The following is a brief description of different architectural style categories that may be adopted in the residential designs.



Identical strong architectural element repeated every two lots

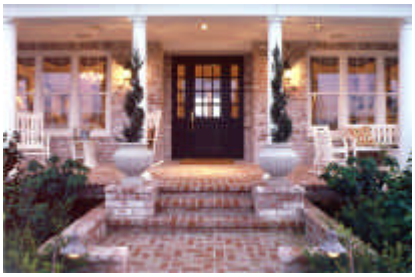


In spite of material change, the architectural character appears duplicated on adjacent lots



Elements that detract from the architecture quality









Distinctive, imageable architecture styles complete with appropriate elements, details and fixtures



Incoherent architecture style with arched and rectangular windows, occasional decorative shutters, highlighted garage door detail not repeated elsewhere, etc.

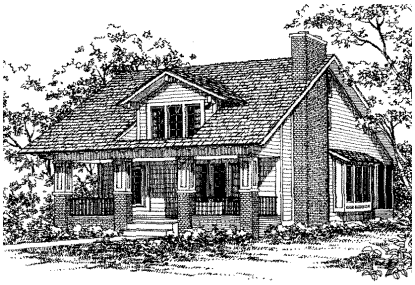
Arts and Crafts, Craftsman, Bungalow style

Form:

One or two story home with a predominant horizontal appearance. A full or partial width elevated front porch or stoop is an integral element. Typically, short and square columns rest upon more massive piers, or a low porch wall. Commonly, the piers or columns have sloping (battered) sides. Stone, shingle, brick and stucco are common materials.

Roof:

Low pitched gable roof with eave overhangs and elaborate exposed rafters. The porch is typically a covered extension of the front gabled roof. Materials include shingle-looking tiles.



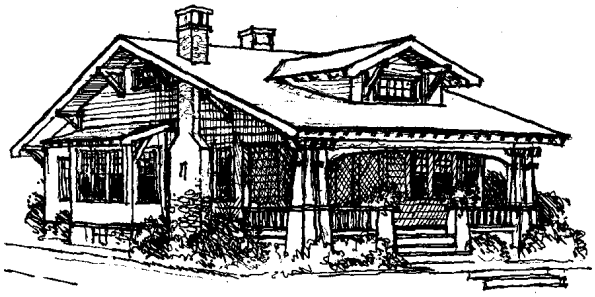
Materials and Colors:

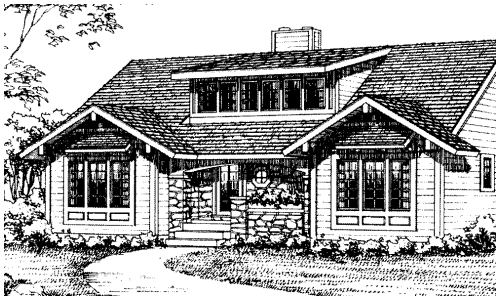
Horizontal wood siding, shingles and stucco are the primary materials. Stone or brick is frequently used for the porch base, lower half of columns and chimneys. Colors range from earth tones to pastels, with low contrasts between colors and materials.



Details:

Horizontal groups of three or more windows typically found on the second floor.





Images from: 'The Essential Guide to Traditional Homes', Home Planners, inc., and 'American House Styles', John Milnes Baker, A.I.A.

California Traditional, Ranch, Prairie style

Form:

Low, horizontal profile arranged linearly and relating to outdoor spaces like gardens and patios.

Roofs:

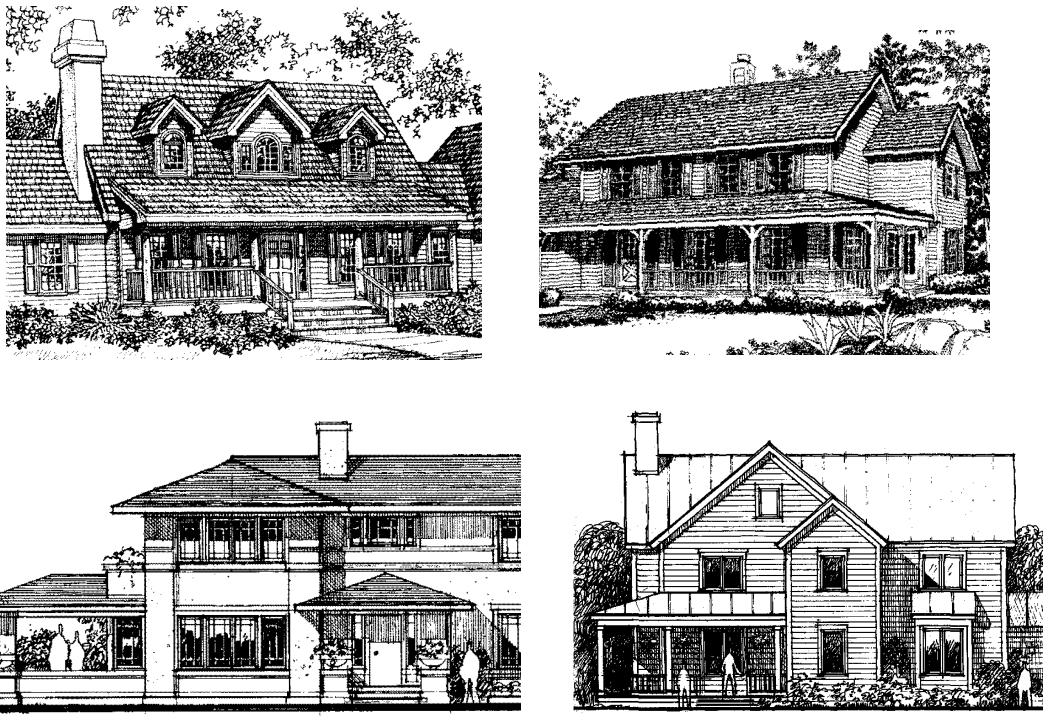
Low pitch, hip and gable with shake-like tiles. Wide projecting eaves with exposed rafters and fascia boards.

Materials:

Plaster, horizontal siding (board and batten, clapboards) and occasionally stone or masonry.

Details:

Multi-paned windows in varying sizes and types, sometimes configured in horizontal bands. Sliding glass or french doors to connect with outdoor spaces like porches, verandas and decks.



Images from: 'The Essential Guide to Traditional Homes', Home Planners, inc., and 'American House Styles', John Milnes Baker, A.I.A.

Spanish Eclectic, Mission, Monterey style

Form:

One or two story volumes incorporating courtyards, patios, colonnades, archways and balconies. The wall predominates over window openings and appear thick and massive. This style is frequently asymmetric in form.

Roof:

The roof is often asymmetrically broken up into elements of different heights. Typically with a near flush eave, exposed rafter ends, and barrel or s-tiles.

Materials:

Troweled plaster or stucco walls with little or no texture. Frequent use of wrought iron ornamental rails and grilles.

Details:

Deep inset windows at irregular placements. The focal element is usually an elaborate main wooden door.



Images from: 'The Essential Guide to Traditional Homes', Home Planners, inc., and 'American House Styles', John Milnes Baker, A.I.A.

5 STREETSCAPE

The streetscape is one of the primary visual systems in a community, and as such, constitutes a major source of community identity. This section addresses Oakley's streetscape – entries, roadway edges and landscaping, that establish a tone for City.

Entries

As the first points of impression of the community or neighborhood, the entries are important elements in establishing a community image. An entry should feel like an "outdoor room" that creates a sense of entry and enclosure, creatively blending planting, paving, lighting, signage, site furniture and landmark elements into a composition that expresses a sense of welcome, entry, and identity. Landmark elements might include: fountains, pylons, low decorative walls, colorful bedding plants, or other memorable elements that draw the eye.

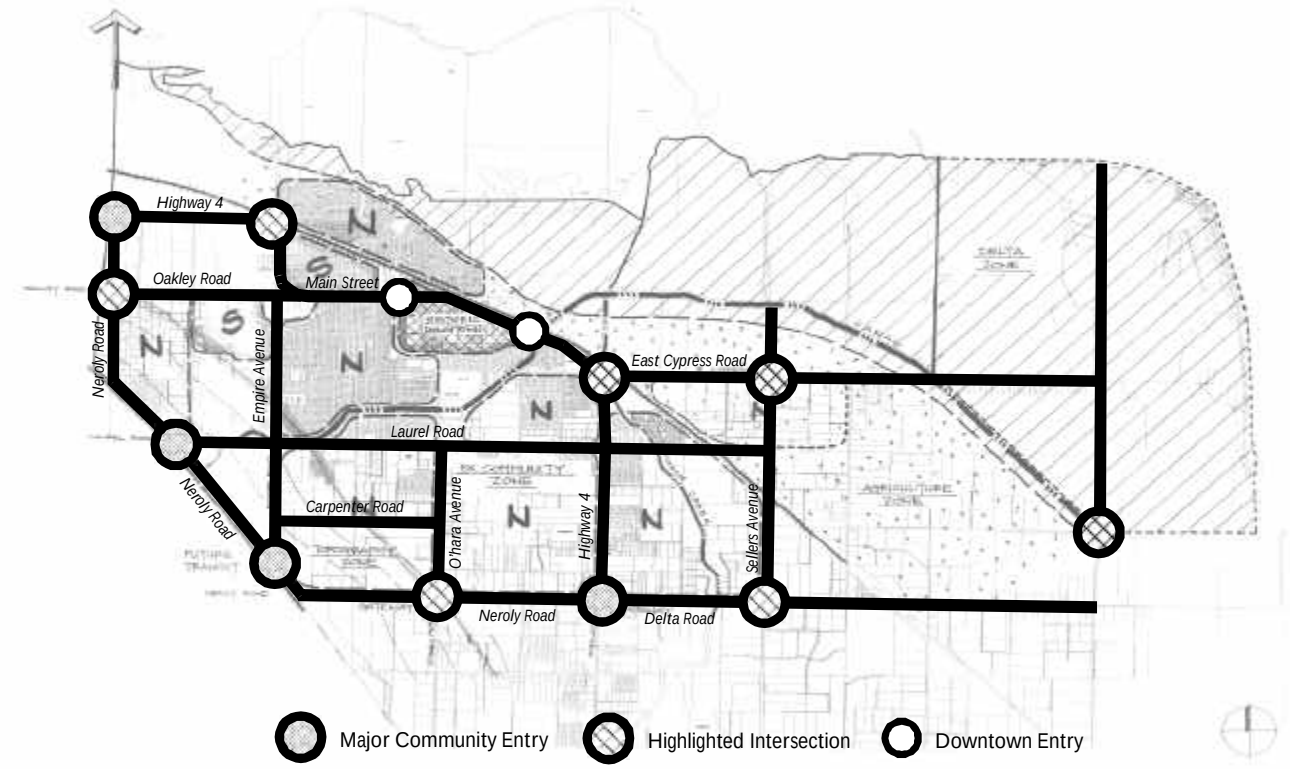


Fig. 4.1 Entries and Identity Streets

The entries should harmonize with the adjacent streetscape treatment and be appropriate to the scale and character of the neighborhood or area it represents.

Entries may share similar elements, but the combination and scale of elements will vary depending on the importance of the entry in the overall City hierarchy. The hierarchy of entries is expressed in Fig. 4.1 Entries and Identity Streets. In this plan, Community Entries are the largest and most significant, and Highlighted Intersections are somewhat smaller in scale, representing transitions through different areas of Oakley. Neighborhood Entries, not shown on the graphic, occur at the entries to neighborhood developments or subdivisions. Certain locations may warrant specialized treatment, such as a banner announcement system at the soccer complex corner of Neroly Road and O'Hara Avenue.

Community Entries

Community entries should be provided at the following access points to the Oakley community:

- Main Street, Neroly Road and Bridgehead Road
- Main Street, Neroly Road and Delta Road
- Future Laurel Road and Highway 4 Bypass
- Empire Avenue and Neroly Road

The intent is to create an awareness of entering the community by creating a portal effect. Community entries should be designed for maximum impact when viewed from a car traveling at arterial speeds (Fig. 4.2).

1. Provide visually strong landmark elements flanking the road. Components of a community entry could include:
    - orchard-type tree plantings of flowering trees,
    - hedgerow-type plantings of tall, columnar trees,
    - a water feature,
    - special pavement as a welcome mat,
    - specimen or accent trees and flowering perennials,

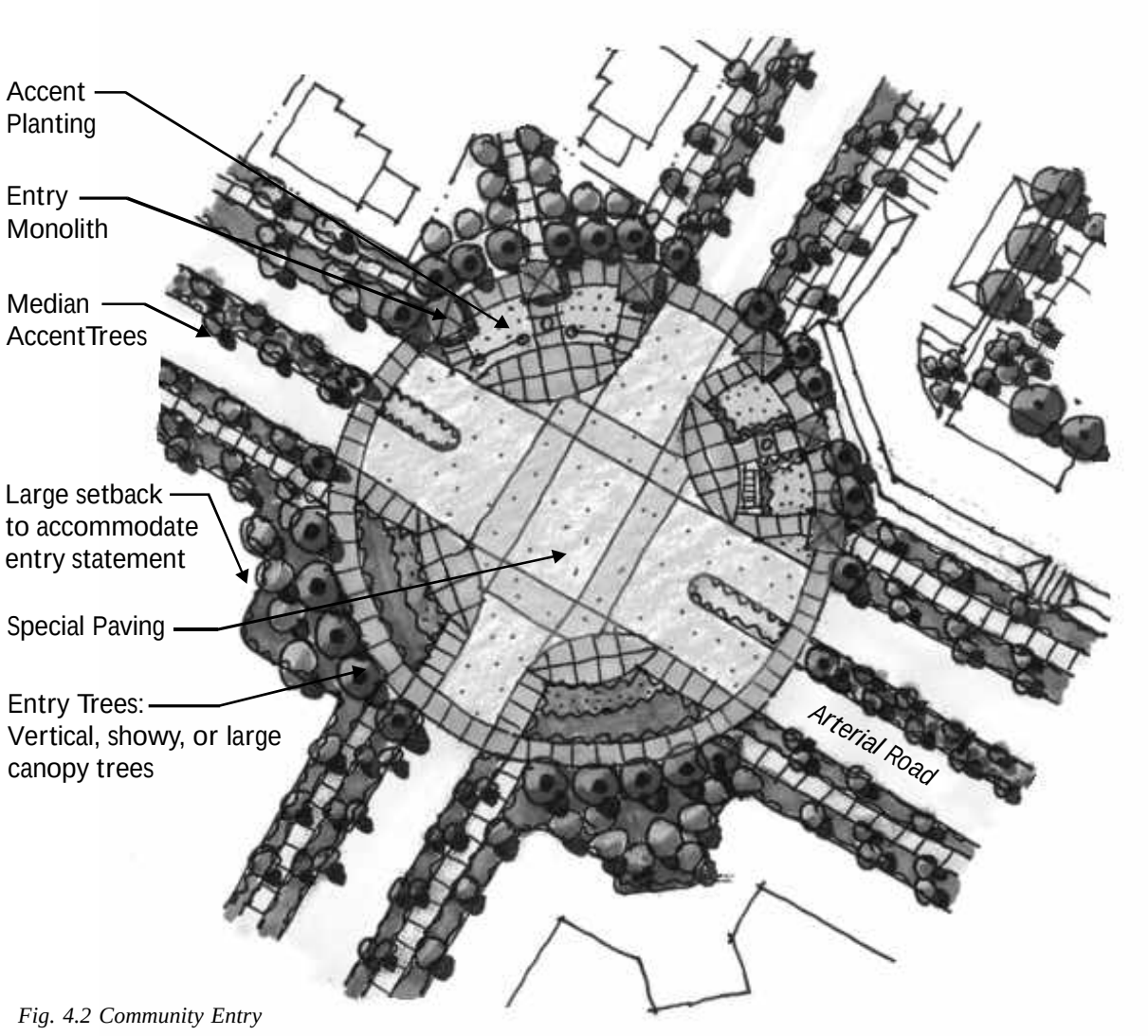


Fig. 4.2 Community Entry

- a system of diagonal or curvilinear walls, with vertical monuments in key locations,
- landmarks, planting, signage, lighting and site furniture that are reflective of the character of the area.

2. Design each entry to be integral with its surrounding terrain.
3. Provide designated setback areas at each community entry. Extend entry treatment to include adjacent medians.
4. Community entry signage should be clearly visible to motorists. Entry signage should be high enough to allow for significant planting in the foreground.

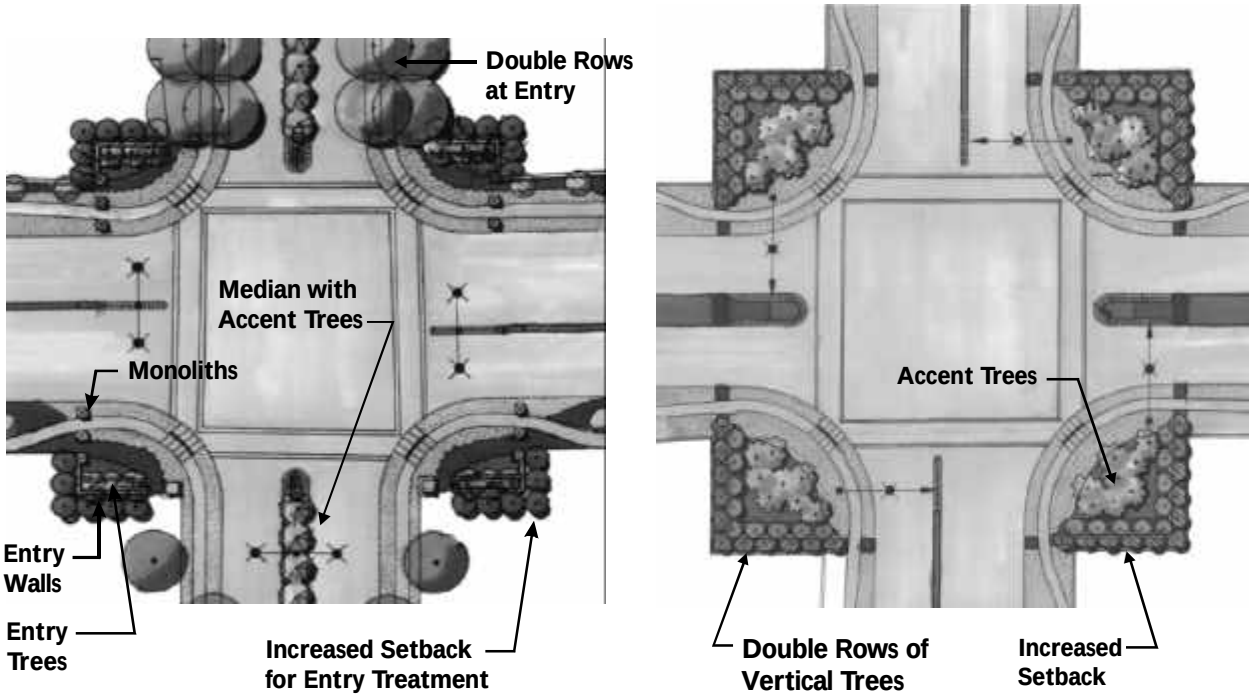


Fig. 4.3 Highlighted Intersections

Highlighted Intersections

Highlighted intersections occur at important crossroads in the City, or at points of transition between different zones of the City. They receive enhanced treatment which may take the form of greater setbacks, enhanced planting or other visual landmarks (Fig. 4.3). While these intersections typically occur on arterial roads and should be designed to be easily perceived from a traveling vehicle, the elements should also be appropriate to the pedestrian scale. The "gateways" to the historic downtown center of Oakley would be included in this category.

1. Components of a highlighted intersection could include:

   · increased setbacks for planting,

   · specimen or accent trees, or other vertical elements,

   · architectural monumentation,

   · special pavement at crosswalks,

   · colorful flowering perennials,

   · a system of diagonal or curvilinear walls, with vertical monuments in key locations,

   · landmarks, planting, signage, lighting and site furniture that are

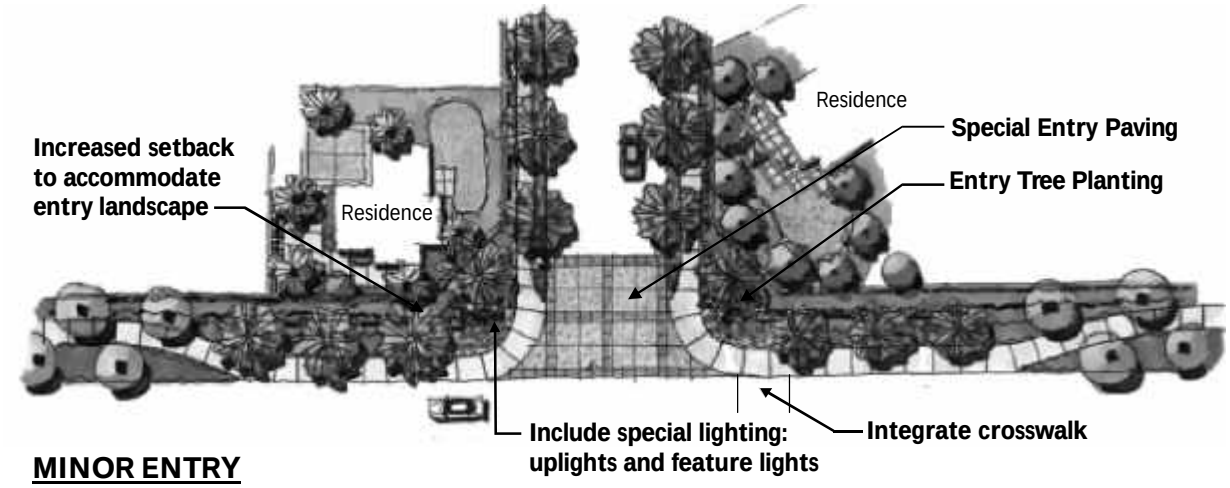
reflective of the character of the area.

2. Maintain clear sight lines at all intersections.

3. Extend special accent treatment to include adjacent medians.

Neighborhood Entries

Neighborhood entries should create a special identity for each neighborhood using flowering trees, accent plantings and building materials that reflect the unique character of the neighborhood (Fig. 4.4). Neighborhood entries should be smaller in size and scale than the community entries, or highlighted intersections, and typically occur on neighborhood collector streets. Scale each neighborhood entry to the size of the overall neighborhood it represents.



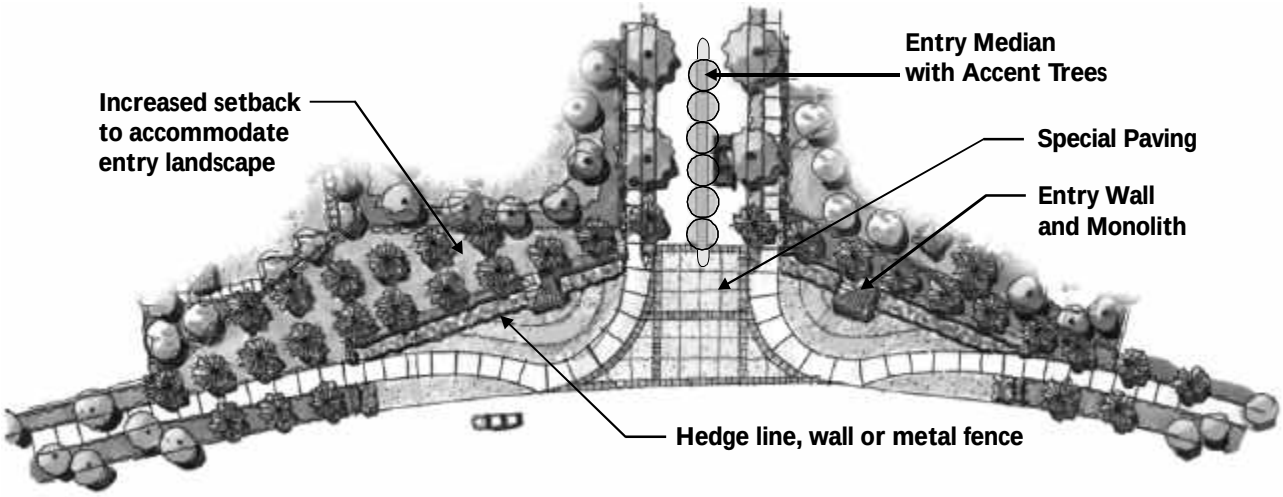


Fig. 4.4 Neighborhood Entries

1. Provide a minimum of one entry feature for each residential neighborhood. Extend entry treatment to nearby medians. Neighborhood entry signage should not be located on arterial medians.

2. Narrow the roadway or "throat" to emphasize the entry. Use a planted median or bulb out the sidewalk and planting areas along the roadway at the entry to create this effect.

3. Direct views from the project entry to neighborhood amenities such as a recreation center, park, or open space, to enhance the social ambience.

4. Develop transit nodes at neighborhood entries.

5. Components of a neighborhood entry may include:

   · a widened sidewalk at the intersection,

   · special pavement to announce entry into the neighborhood,

   · flowering perennials,

   · a system of walls and/or entry monuments,

   · signage for project name identification.

   · Imaginative, high-quality, wall and sign designs are encouraged.

   · Well systems are encouraged for streetscape landscaping.

6. Trees and shrubs shall be located so as not to interfere with clear sight lines, for vehicle safety.

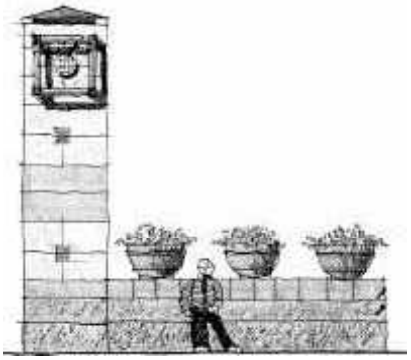
7. Entry graphics should be simple and clearly legible to motorists.



Gateway



Memorable elements









Defining components

Roads & Streets

General

1. The streetscape should support the hierarchy of streets to help establish a sense of orientation and organization within the City of Oakley. The landscape treatment of each street should be different and generally commensurate in scale with its importance, with larger trees along arterials and smaller trees on collectors, industrial and residential streets. Landscape setbacks should be wider on arterials than on collectors. Lighting should be most intense on arterials, and least intense on residential streets.

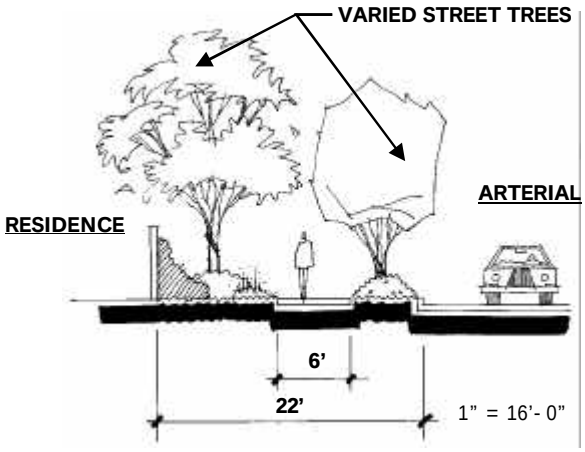
2. All landscaping should employ a mix of evergreen and deciduous trees, shrubs, groundcovers and turf where appropriate. The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs and turf is encouraged.

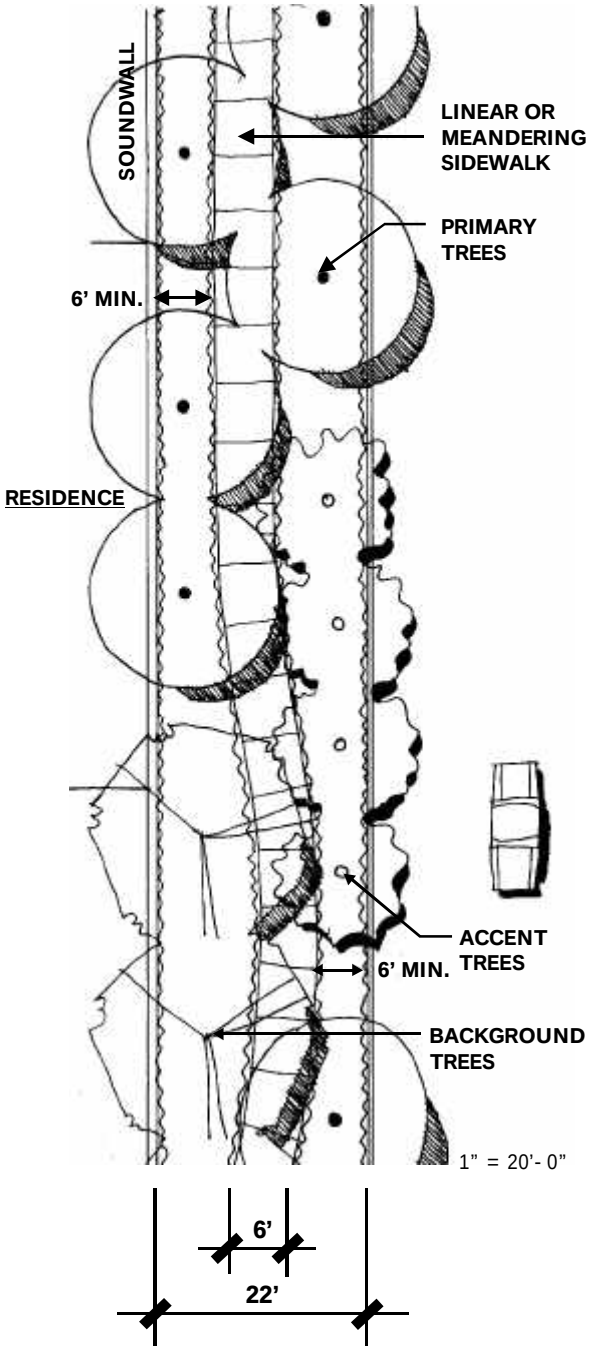
3. Adequate sight lines shall be maintained at all intersections. Different tree species shall be planted at intersections to highlight these areas.

4. Street and median trees should be of a minimum 24" box container size on arterial streets, and a minimum 15 gallon container size on collector and local streets. Trees should be properly staked at the time of planting. Shrubs not used as groundcover should be a minimum of 5 gallon container size. Perennials used on streets should be a minimum of 1 gallon container size.

5. Automatic irrigation is required for all landscape areas. Plants should be watered and maintained on a regular basis. The use of water conserving systems such as drip irrigation for shrub and tree planting is encouraged. New subdivisions are encouraged to provide wells for irrigation of streetscapes and parks. Irrigation shall conform with the water efficient landscape ordinance.

6. Landscape berms should be designed to a maximum 3:1 slope.





Arterial Streets

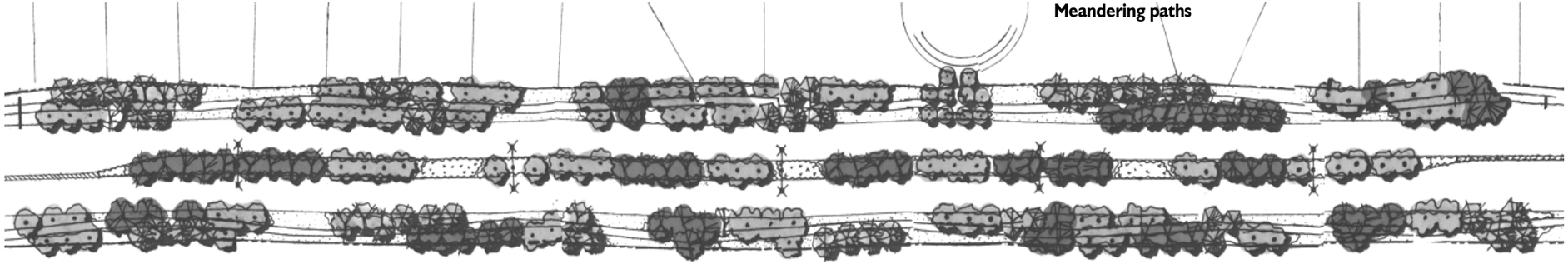
1. The major and minor arterials link residential neighborhoods, commercial centers, the Historic Downtown and the future Highway 4. The landscaping on these streets should be appropriate for vehicles traveling at relatively high speeds, and should also provide interest and pedestrian amenities along the pedestrian pathways.

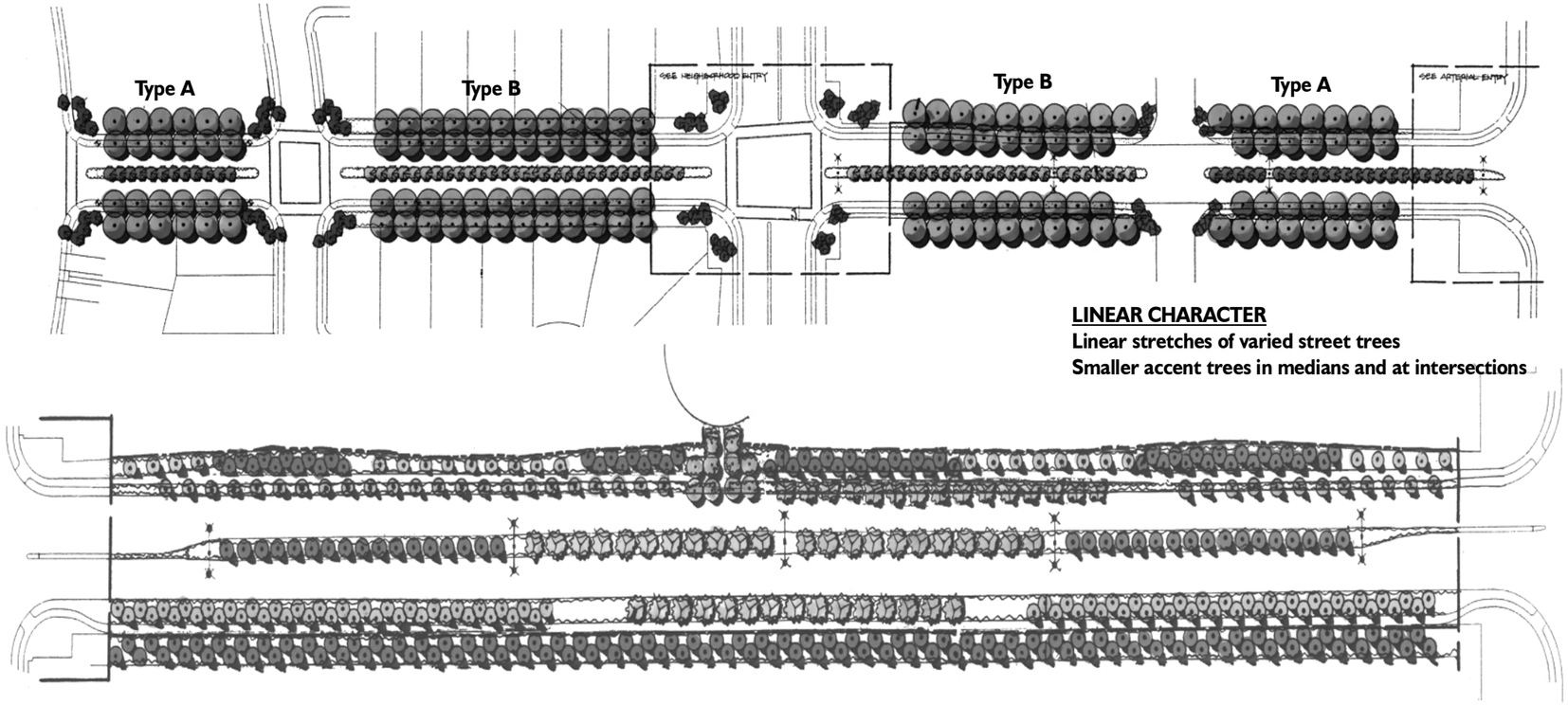
2. Landscape setbacks on arterial streets should be a minimum of 22 feet, to allow for a 6-8' parkway planting strip, a 6' sidewalk, and 6-8' of planting between sidewalk and sound wall. Where a wider multi-use trail is proposed, the setback should be increased to maintain significant planting areas.

3. Major Oakley streets are considered to be "identity streets." These streets include: Highway 4/Main Street, Oakley Road, Laurel Road, Neroly Road, Delta Road, East Cypress Road, Empire Avenue, Carpenter Road, O'Hara Avenue, Sellers Avenue, and Bethel Island Road (See Fig. 4.1). Recommended plant palettes for these streets are listed in the Table below.

4. The street tree and path configuration (grid or cluster, linear or meandering) should reflect the character of the area through which it is passing through. Fig. 4.5 Tree Planting Pattern Diagram suggests ways of varying street tree planting through the different areas of Oakley.

INFORMAL CHARACTER
Informal clusters of varied street trees
Meandering paths





LINEAR CHARACTER
Linear stretches of varied street trees
Smaller accent trees in medians and at intersections

Fig. 4.5 Tree Planting Pattern Diagram

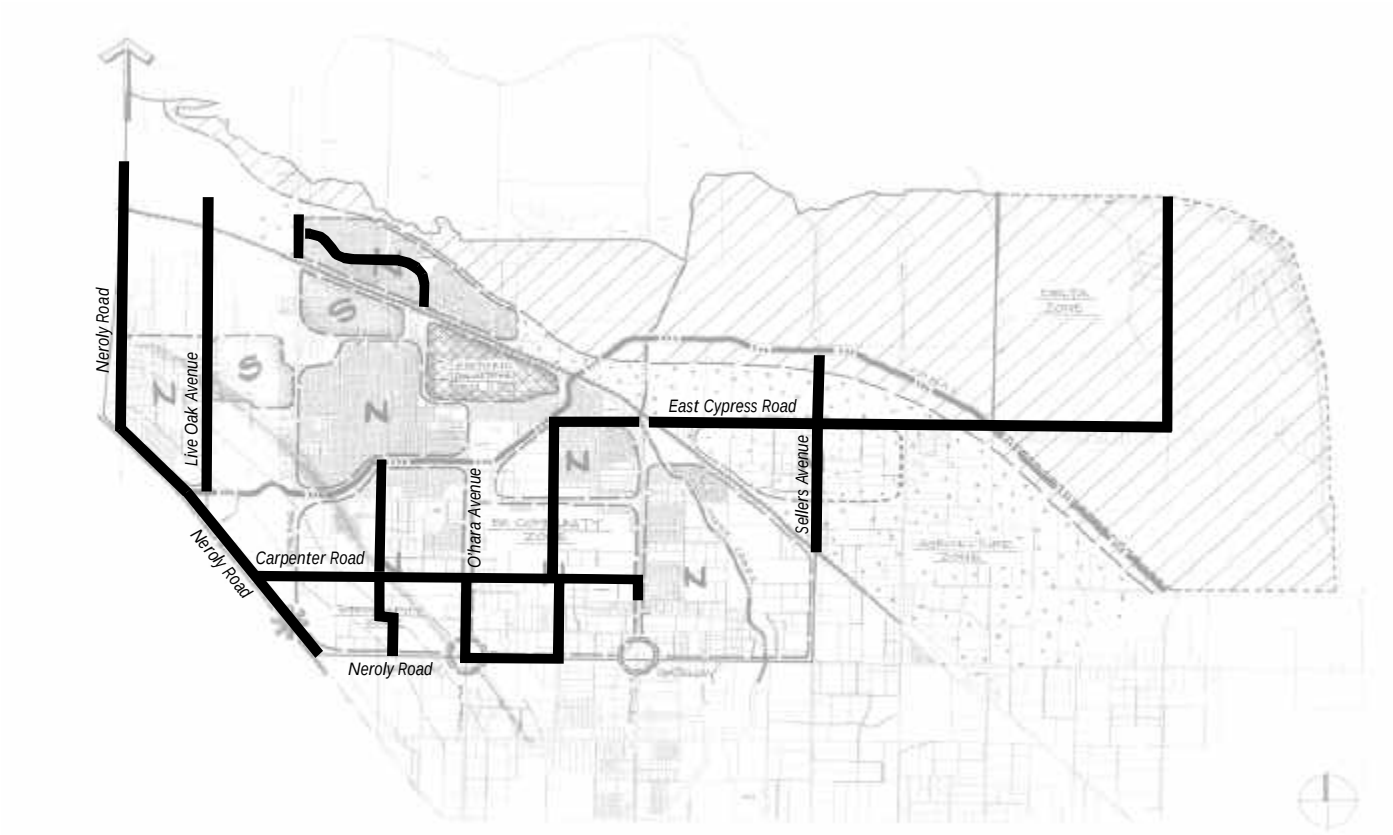


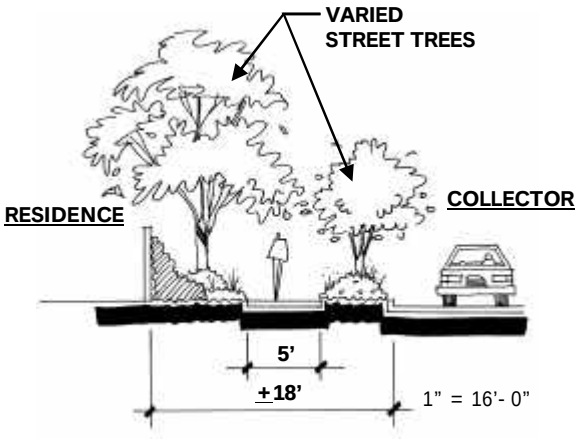
Fig. 4.6 Existing and proposed trails along roads

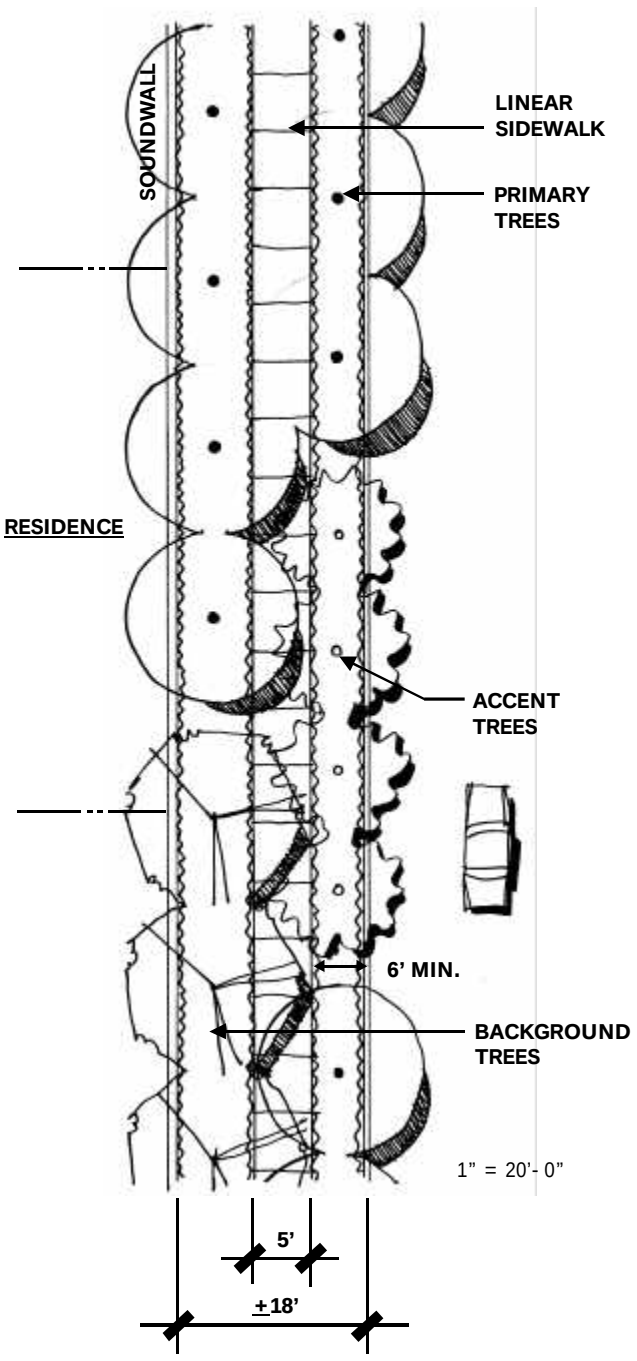
5. Use a layered planting effect within the landscape setback to create a lush, high quality image.

6. Trees should be closely spaced to provide shade for pedestrians, as well as screening for adjacent residences. Provide tree plantings at a minimum density of one tree per four hundred (400) square feet of landscape easement.

7. Soundwalls should be softened with informal tall shrub masses with vines. Shrub and groundcover masses should be informally clustered to reflect 'drifts' instead of rigid straight rows.

8. The use of lawn substitutes is encouraged in all medians and for parkways. Accent areas with seasonal color are encouraged, especially at intersections or entries. Where parking is allowed adjacent the parkway, the lawn substitute must be suitable for foot traffic entering and exiting parked vehicles.





Neighborhood collectors and local streets

Neighborhood collectors and local streets provide internal neighborhood circulation and are the predominant street type in the community. Their layout and landscape treatment can creatively contribute to the character for each neighborhood. The streetscape treatment will reflect a more personal scale.

1. Landscape design of neighborhood collector and local streets should use a palette of trees to establish coherent patterns which unify each neighborhood. Opportunities for varying trees on neighborhood streets, while creating legible patterns are illustrated in Fig. 4.7 Neighborhood Tree Pattern.

2. Provide a road layout and design that discourages high speed travel. Employ traffic calming devices where appropriate. Design the internal neighborhood streets to discourage through neighborhood travel by non-residents.

3. Where possible, provide a dominant street within each neighborhood that leads to the neighborhood entry (or entries). Locate a pedestrian node which could include a transit shelter, seating, and special amenities (such as a gate house or recreation center) along the dominant road, near the entry.

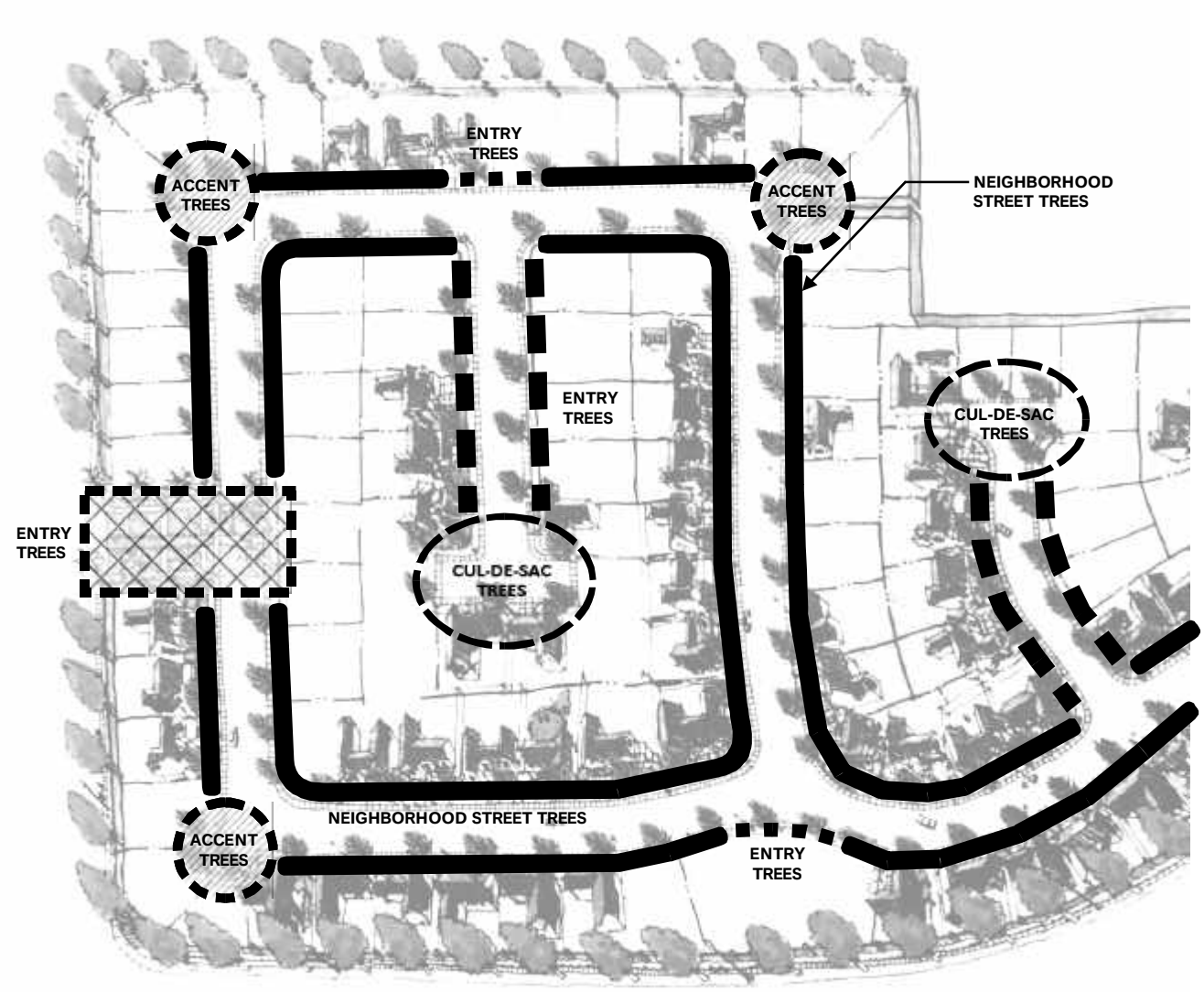
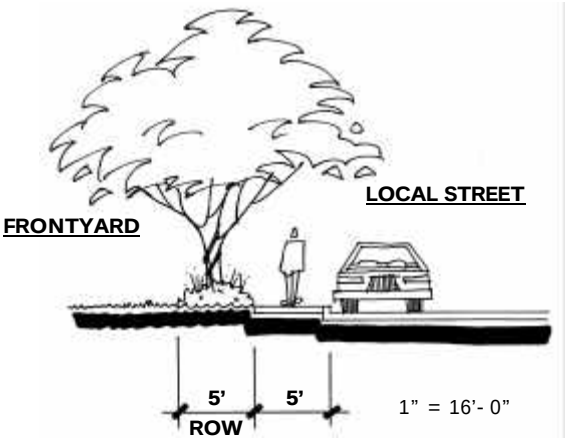
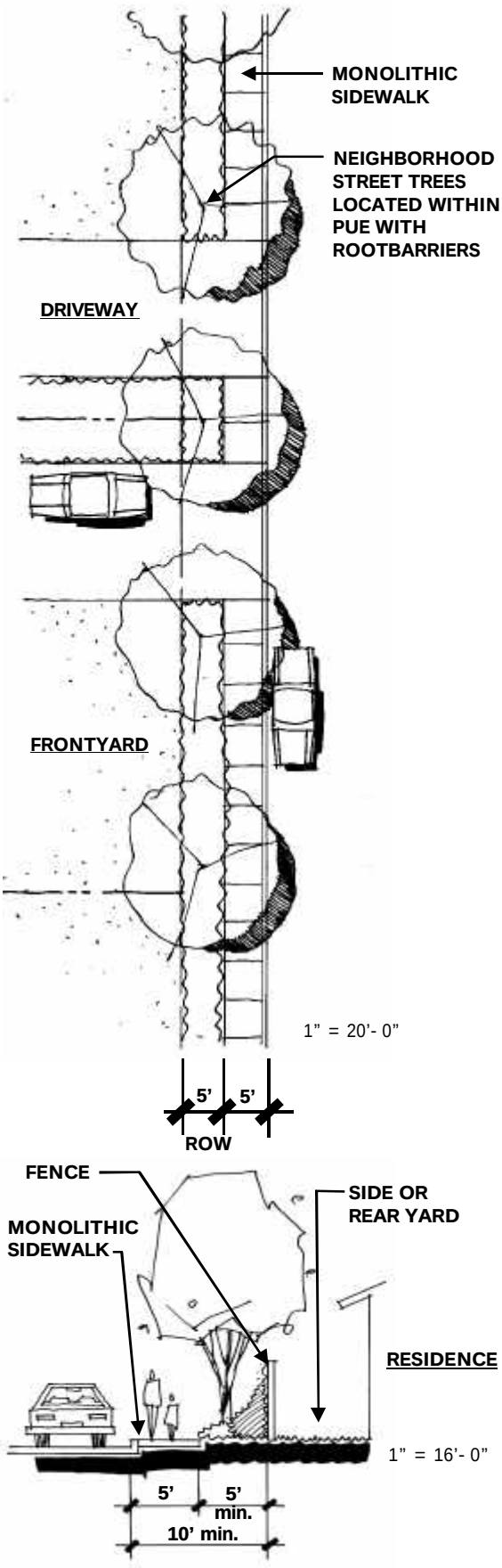


Fig. 4.7 Neighborhood Tree Pattern

The streetscape of neighborhood collectors should be characterized by an informal neighborhood image with an emphasis on providing shade, and adapting the streetscape to accommodate the character of the area through which it is passing. This section applies where residences do not front onto the residential collector. Where residences front on the collector, the streetscape shall be treated as in the section on local streets, which follows.

1. Landscape setbacks on collector streets should be wide enough to allow for a minimum of 6' planted parkway area, a 5' sidewalk, and a minimum of 6' of planting area between the sidewalk and soundwall. For landscape setbacks less than 20 feet wide, locate the sidewalk 6 feet behind and parallel to the curb. Where the street setback is wider than 20 feet, meander the sidewalk in a continuous, flowing manner.





Residences will generally front onto local streets. These local streets will have a friendly, pedestrian scale, and act as extensions of the residential front yards. Street tree placement emphasizes shade and enclosure.

- Create shaded, pedestrian-oriented streets with parking and sidewalk located on both sides of the street. Such streets should recall a small town ambience.
- On local streets, sidewalks should typically be 5' wide, and constructed monolithically with the curb.
- Where houses front onto a local street, plant a minimum of one street tree per lot within 5 feet of the sidewalk. These street trees will be included within the City's landscape and lighting districts and will be maintained and owned by the City. These trees shall be installed with an automatic irrigation system, and with root barriers to protect the sidewalks from root damage. At least one additional front yard accent tree shall be planted on each lot. For corner lots, a total of three street trees are required within 5 feet of the sidewalk, plus the additional accent tree.
- Where side or rear yards abut a local street, there shall be a minimum 5' wide landscape setback between the sidewalk and the side or rear yard fence. At least two trees per lot shall be planted within this setback. Additional planting in this setback area shall emphasize shrub masses for screening and ease of maintenance.
- Use a tree palette with both deciduous and evergreen trees.

Soundwalls, walls and fences

1. Provide masonry or concrete walls along street sections adjacent to residential development, around each subdivision, to define the neighborhood. Limit top of wall to minimum elevation required for acoustic and privacy goals. Diminish the visual impact of walls with vines or vineyard-type plantings that climb onto the wall. Soundwalls should be located in the public right of way.

2. Sound walls should be of masonry block construction. Other materials may be considered if it is demonstrated that they are of comparable quality and durability, which will not settle, shift, separate or crack, and that they have a permanent appearance. Walls should be treated with graffiti-resistant surfacing.

3. Sound walls should be perceived as background to the landscaping in the setback areas. The design of the sound wall should be of high visual quality, but subtle, so as not to draw attention to itself. Provide a combination of complementary materials, textures, jogs, berms, pilasters, earth tones and landscaping to break up the continuous plane where long stretches of wall occur. The resulting wall or fence should incorporate detailing that is aesthetically pleasing.

4. Use earth berms to reduce perceived wall or fence height where feasible.

5. Where appropriate, use landscape buffers, low walls or view fences to demarcate property boundaries. This will result in a more comfortable and higher quality neighborhood compared to using high and alienating walls and fences. Visually open fencing is preferred where cul-de-sacs abut collectors or arterials.

6. Privacy fences for residential side or rear yards should be of solid, high quality construction. On corner lots, a side/rear yard privacy fence should be set back a minimum of 10 feet behind the building face. Wood fencing should have metal posts, concrete pillars or a similar alternative.

7. See City of Oakley's fence ordinance for further requirements.

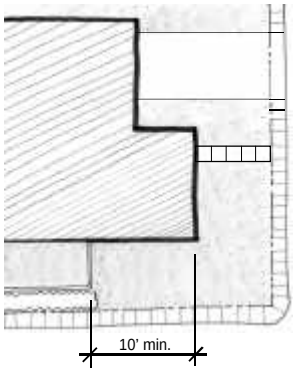




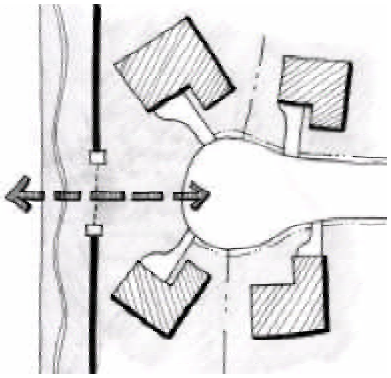




Sound wall examples



Corner lot fencing setback



Visual connection at cul-de-sac

Street Furniture and Lighting

1. Benches, bollards, trash receptacles and other furnishings should be provided at appropriate locations in the open space and streetscape network.

2. All furnishings should be resistant to weather and vandalism, and shall be approved by the City's Maintenance Department.

3. Oakley standard street lights shall be used. Along the arterial streets, where possible, dual head street lights will be located in the median. However, at entries and intersections, a more thematic 'family of lights' is recommended. This palette includes a hierarchy of lights ranging from tall poles with double fixtures, to shorter poles with single light fixture. Where appropriate, banner attachments should be included as an option. The Oakley standard for residential street lights on local and collector streets is the Hadco R51BCBA light, on pole model P2555, as shown.

4. Illumination levels for expressways, arterials, collector and residential streets should reflect the different right-of-way widths and functions. Electroliers should be scaled in size to match the size of areas to be lit and should relate to human scale, especially in pedestrian areas. Street lights should provide a safe and desirable level of illumination for both motorists and pedestrians without intruding into residential areas.

5. Pedestrian walkways, plazas or other activity points should be illuminated. Such lighting should illuminate changes in grade, path intersections, seating areas, and any other areas along a path which, left unlit, would cause the user to feel insecure. As a rule of thumb, one foot candle per square foot is adequate.



Residential street light standard

TREE PALETTES for IDENTITY STREETS

The following list indicates the trees to be used on the major "Identity Streets" of Oakley. The intent is to use a consistent tree palette on each of these streets in order to create a recognizable identity for the street and to reinforce the hierarchy and continuity of the street pattern. Although the number of trees listed for each street is limited, variations may occur in the planting pattern, depending on the context through which the street is passing (see Figure 4.5 – Tree Planting Pattern Diagram). Additional species may be planted on the "Identity Streets" to highlight special nodes such as neighborhood entries, parks, or creek, canal or trail crossings. Further, preservation of existing trees of significance, such as heritage trees or established groupings, is strongly encouraged. Final tree selection will depend on specific site conditions.

Highway 4 / Main Street			
Neroly to Vintage Parkway	Primary Tree:	Platanus acerifolia	Sycamore
	Alternate Tree:	Quercus agrifolia	Coast Live Oak
	Accent Tree:	Prunus species	Flowering Cherry
Vintage Parkway to Rose	See Downtown Redevelopment Plan		
Rose to Neroly/Delta	Primary Tree:	Platanus acerifolia	Sycamore
	Alternate Tree:	Celtis sinensis	Chinese Hackberry
	Accent Tree:	Pyrus kawakami	Evergreen Pear
Oakley Road	Primary Tree:	Pistacia chinensis	Chinese Pistache
	Alternate Tree:	Quercus agrifolia	Coast Live Oak
	Accent Tree:	Prunus species	Flowering Cherry
Laurel Road			
Neroly to Empire	Primary Tree:	Robinia 'Purple Robe'	Purple Robe Locust
	Alternate Tree:	Sequoia sempervirens	Coast Redwood
	Accent Tree:	Geijera parvifolia	Australian Willow
Empire to Main	Primary Tree:	Pistacia chinensis	Chinese Pistache
	Alternate Tree:	Quercus agrifolia	Coast Live Oak
	Accent Tree:	Lagerstroemia indica	Crape Myrtle
East of Main	Primary Tree:	Platanus acerifolia	Sycamore
	Alternate Tree:	Pinus muricata	Bishop Pine
	Accent Tree:	Crataegus phaenopyrum	Washington Thorn
Neroly Road / Delta Road			
Main to Railroad	Primary Tree:	Fraxinus udheii	Evergreen Ash
	Alternate Tree:	Pinus halepensis	Aleppo Pine
	Accent Tree:	Lagerstroemia indica	Crape Myrtle
Railroad to Empire	Primary Tree:	Sequoia sempervirons	Coast Redwood
	Alternate Tree:	Robinia ambigua idahoensis	Idaho Locust
	Accent Tree:	Cercis canadensis	Canadian Redbud

Empire to Main	Primary Tree:	Pyrus calleryana	Flowering Pear
	Alternate Tree:	Quercus schumardii	Schumard Oak
	Accent Tree:	Chitalpa tashkentensis	Pink Dawn
East of Main	Primary Tree:	Robinia 'Purple Robe'	Purple Robe Locust
	Alternate Tree:	Koelreuteria paniculata	Goldenrain Tree
	Accent Tree:	Geijera parvifolia	Australian Willow
East Cypress Road			
Highway 4 to Knightson	Primary Tree:	Fraxinus uhdei	Evergreen Ash
	Alternate Tree:	Celtis sinensis	Chinese Hackberry
	Accent Tree:	Crataegus phaenopyrum	Washington Thorn
Knightson to Bethel Island	Primary Tree:	Quercus ilex	Holly Oak
	Alternate Tree:	Fraxinus oxycarpa 'Raywood'	Raywood Ash
	Accent Tree:	Melaleuca linarifolia	Flaxleaf Paperbark
Empire Avenue	Primary Tree:	Fraxinus holotricha 'Moraine'	Moraine Ash
	Alternate Trees:	Pyrus calleryana	Bradford Pear
		Pistacia chinensis	Chinese Pistache
	Accent Tree:	Crataegus phaenopyrum	Washington Thorn
Carpenter Road	Primary Tree:	Cinnamomun camphora	Camphor
	Alternate Tree:	Aesculus carnea	Red Horsechestnut
	Accent Tree:	Malus species	Crabapple
O'Hara Avenue	Primary Tree:	Platanus acerifolia 'Yarwood'	Sycamore
	Alternate Tree:	Cinnamomun camphora	Camphor
	Accent Tree:	Crataegus phaenopyrum	Washington Thorn
Sellers Avenue	Primary Tree:	Quercus virginiana	Southern Live Oak
	Alternate Tree:	Pistacia chinensis	Chinese Pistache
	Accent Tree:	Lagerstroemia indica	Crape Myrtle

STREET TREE LIST

The following trees are suitable for use as street trees in Oakley.

CANOPY TREES

Botanical Name	Common Name	Remarks
Acer rubrum 'Red Sunset'	Red Maple	Prefers acidic soils, moist conditions, leaf scorch occurs in warm climates.
Aesculus carnea	Red Horsechestnut	
Celtis australis	European Hackberry	
Celtis sinensis	Chinese Hackberry	
Cinnamomun camphora	Camphor Tree	Use root barriers if near paving.
Fraxinus America 'Autumn Purple'	Autumn Purple White Ash	Sensitive to drought, prefers moist, well drained soils.
Fraxinus holotricha 'Moraine'	Moraine Ash	Use root barriers if near paving.
Fraxinus oxycarpa 'Raywood'	Raywood Ash	
Fraxinus uhdei	Evergreen Ash	Use root barriers if near paving.
Koelreuteria bipinnata	Chinese Flame Tree	
Koelreuteria paniculata	Goldenrain Tree	
Magnolia grandiflora	Southern Magnolia	Suitable for planting under power lines. Slow growing. Does not do well in windy areas.
Maytenus boaria 'Green Showers'	Green Showers Chilean Mayten	
Melaleuca linarifolia	Flaxleaf Paperbark	
Pistacia chinensis	Chinese Pistache	
Platanus acerifolia	Sycamore Cultivars 'Yarwood', 'Bloodgood', and 'Columbia'.	Bloodgood: suited to city conditions where there is ample space, tolerates compacted soils, drought, and seacoast environments, may cause litter problem, use root barriers if near paving.
Prunus sargentii	Sargent Cherry	
Pyrus calleryana	Flowering Pear	Suitable for planting under power lines, some cultivars are susceptible to fireblight, adaptable to many soils, tolerant of pollution and drought. Can be damaged in wind
Quercus ilex	Holly Oak	Do not plant in lawn areas. Evergreen.
Quercus lobata	Valley Oak	Do not plant in lawn areas.
Quercus palustris	Pin Oak	Plant away from walkways; prune limbs up.
Quercus schumardii	Schumard Oak	Tolerates urban conditions incl. heavy traffic, pollution, salt, compacted soil, and drought; resistant to iron deficiency in alkaline soils. Acorn litter can be problem. Do not plant in lawn areas.
Quercus suber	Cork Oak	Do not plant in lawn areas. Evergreen
Quercus virginiana	Southern Live Oak	Do not plant in lawn areas. Evergreen.
Quercus wislezenii	Interior Live Oak	Do not plant in lawn areas.
Robinia ambigua idahoensis	Idaho Locust	Use root barriers if near paving.
Robinia 'Purple Robe'	Purple Robe Locust	Use root barriers if near paving.
Sapium sebiferum	Chinese Tallow Tree	
Schinus molle	California Pepper	Avoid planting near paving where tree litter could be a problem. Use root barriers if near paving.

Sophora japonica	Chinese Scholar Tree	Flowers late summer, tolerates urban stresses, flowers may cause litter problem and stain sidewalks. Needs drained soil and full sun.
Tristania conferta	Brisbane Box	
Ulmus parvifolia	Chinese Elm	As street tree, requires careful pruning.
Ulmus 'Frontier'	Frontier Elm	Grows vigorously, relatively resistant to disease, tolerates urban stresses and wide range of soils.
Ulmus 'Pioneer'	Pioneer Elm	Adaptable to wide range of urban environments, high resistance to disease.

SMALL ACCENT TREES

Botanical Name	**Common Name**	**Remarks**
Arbutus 'Marina'	Hybrid Strawberry Tree	
Arbutus unedo	Strawberry Tree	Avoid planting near paving where tree litter may be a problem.
Carpinus betulus fastigiata	Fastigate Hornbeam	Columnar tree, suitable for wide range of conditions, relatively maintenance-free, suitable for containers and screening.
Cercis canadensis	Canadian Redbud	Suitable for planting under power lines. Little water needed after establishment.
Cercis occidentalis	Western Redbud	Suitable for planting under power lines. Little water needed after establishment.
Chionanthus retusus	Chinese Fringe Tree	
Chitalpa tashkentensis	Pink Dawn	
Crataegus phaenopyrum	Washington Hawthorne	Tolerates severe urban stresses, thorns a problem in pedestrian areas.
Eriobotrya deflexa	Bronze Loquat	Good street tree, suitable for planting under utility lines.
Geijera parviflora	Australian Willow	
Lagerstroemia indica	Crape Myrtle	Suitable for planting under power lines, Use mildew resistant hybrids.
Malus species	Crabapple	Avoid planting near paving where tree litter may be a problem.
Olea europa	Olive	Use fruitless cultivar.
Prunus cerasifera	Purple Leaf Plum	Avoid planting in windy areas.
Prunus yedoensis 'Akebono'	Flowering Cherry	
Pyrus calleryana	Flowering Pear	
Pyrus kawakami	Evergreen Pear	Suitable for planting under utility lines.
Rhus lancea	African Sumac	Suitable for planting under power lines, drought tolerant.

TALL ACCENT TREES

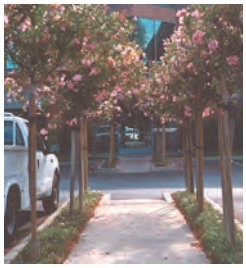
Botanical Name	**Common Name**	**Remarks**
Betula jacquemontii	Jacquemontii Birch	Rapid growing. Avoid planting in windy areas.
Phoenix dactylifera	Date Palm	
Washingtonia species	Palm	
Cedrus deodara	Deodar Cedar	Rapid growing. Low branching – use as backdrop tree, not near pavement.
Eucalyptus camaldulensis	Red Gum	Use root barriers if near paving.
Eucalyptus nichollii	Peppermint Willow	

SCREEN TREES

Botanical Name	Common Name	Remarks
Grevillea robusta	Silk Oak	Fast growing
Laurus nobilis	Grecian Laurel	
Pinus canariensis	Canary Island Pine	Not as residential street tree
Pinus eldarica	Afghan Pine	Not as residential street tree
Pinus halepensis	Aleppo Pine	Not as residential street tree
Pinus muricata	Bishop Pine	Not as residential street tree
Prunus caroliniana	Carolina Laurel Cherry	Not recommended where litter is a concern.
Sequoia sempervirens	Coast Redwood ('Aptos Blue,' Soquel')	Rapid growing, needs summer watering for at least first 5 years.

Oakley Commercial & Industrial Design Guidelines









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I. Introduction

A. Purpose of Design Guidelines

The Commercial and Industrial Design Guidelines address the physical characteristics and visual qualities of new and renovated commercial and industrial developments. They are intended to aid property owners, project developers and design professionals in understanding community design expectations. They are also intended to aid City Staff and reviewing bodies in evaluating the plans and designs for development within the City of Oakley. The intent is to ensure consistently high quality, and to allow flexibility and the ability to provide unique solutions which enhance a project's design. It will act as an aide to the City in successfully integrating new development into the existing fabric of Oakley, and preserving Oakley's human scale and sense of place. The Commercial and Industrial Design Guidelines are intended to be used in conjunction with Oakley's Zoning Ordinance, and Public Works Standards.

B. Intent of the Design Guidelines

It is the intention of the Design Guidelines to allow as much freedom and flexibility as may be necessary to provide for creative design expression while achieving and maintaining a high level of quality and continuity as the community develops over time. The guidelines represent techniques and minimums for achieving quality, for use by both the developers and the City. Consequently, the guidelines are flexible. The City shall have discretion in interpreting these guidelines as to their application, especially when the intent of the guidelines is being achieved. Adjustments to these guidelines may be made as a part of a particular development plan application so long as it remains substantially consistent with the intent, purpose, and overall structure of the guidelines.

C. Goals

- The goal of these Guidelines is to develop commercial and industrial projects that:
- Create a visual structure for the community, visually separate from the surrounding communities
- Are compatible with the residential community
- Convey unique character of Oakley community
- Maintain a scale appropriate to the community
- Provide abundant landscaping and visually appealing architecture
- Create pedestrian friendly environments that are safe and inviting
- Provide legible and efficient circulation for vehicles and pedestrians
- Incorporate environmentally sustainable treatments for energy efficiency, water conservation, and storm water management
- Celebrate community entries as a key part of Oakley's visual structure
- Respond to qualities of each individual site

II. Commercial Guidelines

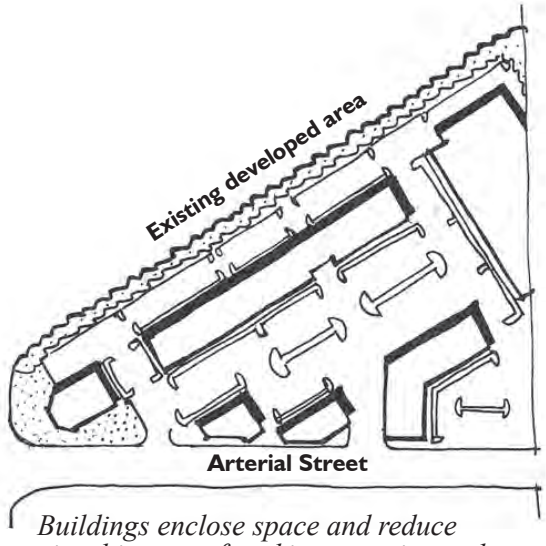
A. Site Planning

The site planning section covers relationships of elements on the property, such as building location and orientation, access and circulation, pedestrian connections, parking, open space, and streetscape character. The goal in developing a site plan should be to create a visually interesting, functional and pedestrian friendly environment, which fits with the unique conditions of the site.

1. Building Siting, Setbacks and Orientation

Buildings should be oriented to adjacent streets to frame the streets, to increase visual and physical accessibility, and to create pedestrian scale "outdoor rooms."

- Place buildings as close to the frontage streets as possible. Orient building fronts and entries towards streets, parking lots and public spaces.
- Corners should be focal points, with features such as special architecture, vertical elements, building entries or public plazas with focal elements and landscaping. Avoid placing auto oriented uses such as automotive services or drive through food merchants at corner locations.
- On large, multi-tenant sites, place pad buildings at the front of the site, along the entry drive, or at corners. Where possible, orient buildings to the intersection.
- Large anchor stores should be visible and directly accessible from the public street.
- Group buildings to encourage pedestrian travel within the site and between adjacent parcels. Cluster buildings to create "outdoor rooms" with seating, shade and protection from wind and traffic noise.
- Provide plaza and/or widened sidewalk areas to accommodate a variety of outdoor functions, including seating, display, and food sales. Large sites should contain a centrally located public plaza, visible from public circulation areas and inviting to passersby.
- Wherever possible, reenforce Oakley's Delta heritage by relating public and pedestrian areas to the water.
- Refer to the City of Oakley Zoning Ordinance for building setbacks.



Buildings enclose space and reduce visual impact of parking, creating pedestrian scale and forming an edge to the roadway



Cluster buildings to create outdoor rooms

2. *Entries, Circulation and Parking*

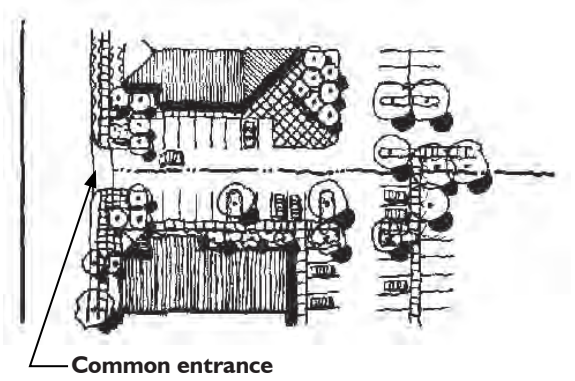
a. Entries & Vehicular Circulation

Vehicular entries should be highly visible and legible.

- Entries should be clearly marked with signage, landmark elements, special paving and significant landscaping. Sight lines must be preserved for traffic safety.
- On sites of 5 acres or larger, a bus pull-out must be provided adjacent to the main entry.
- Provide a clear travel route between the street and the entry to the main anchor(s) or central plaza. The primary vehicle access drive should be separated from parking by landscaping and pedestrian pathways, creating an internal "street" leading to the main anchor.
- Vehicle entries should terminate visually at a major commercial entry, or at a focal element such as a plaza or special landscaping.
- Curb cuts should be minimized to improve pedestrian and traffic safety, and to unify the appearance of the street frontage. Use shared access drives wherever possible. Pad buildings should be accessed by means of the primary shopping center entry drive. Where appropriate, corner properties may be accessed from the side street rather than the main arterial, provided that this does not cause conflicts with residential traffic.
- Access driveways shall provide adequate length to accommodate off-street vehicle stacking needs during times of peak use. Pull-out lanes shall be provided for safe deceleration from and acceleration into the flow of traffic. On large sites, a traffic study will be required to determine adequate lengths for stacking and pull-outs.
- Provide linkages with parking areas on adjacent parcels whenever the uses are compatible. Link parking areas to encourage joint parking use, encourage pedestrian activity, and minimize short trip traffic on fronting streets. Where parking lot linkages are not possible at the time of development, provisions should be made to allow connections in the future.
- Where a drive-through lane is required for a commercial use on a large site, it should be located to the side or rear of the property, and separated from any adjacent parking or drive aisles by landscaping.



Highlight entries with signage, paving and planting

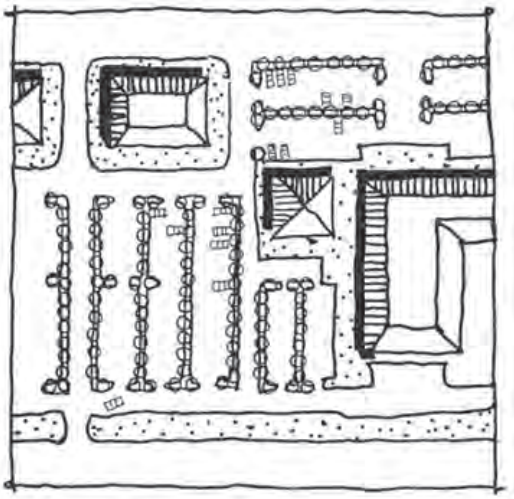


Encourage shared use of driveways and parking

b. Parking Areas

Parking areas should not visually dominate a commercial site.

- Divide large parking areas into a series of smaller parking lots serving smaller building pads, with landscaping to provide shade and to create visual breaks. (See the Landscaping section below for specific landscape requirements.) Visually define smaller parking areas with buildings, landscaping, internal streets and raised pedestrian walkways.
- Screen parking areas from frontage streets with landscaping and berms or low walls. Use low hedges or architectural walls to create a defined edge and to screen views of parking lots where they abut streets and pedestrian use areas.
- Where possible, locate parking lots to the rear or side of the building. Limit parking between building and street to a single parking bay, especially at smaller neighborhood shopping areas.
- For uses such as automobile, RV or boat repair, well screened rear parking is required. These areas should be screened with a solid wall or fence compatible with the architecture of the building, and preferably softened with landscaping.
- Opportunities to reduce aggregate parking requirements through shared parking should be thoroughly explored. For example, church parking used only on weekends can function as a ride share parking lot during the week. Residential guest and second car parking areas could be used by retail employees during the day.
- Provide convenient bicycle parking areas with bicycle racks near building entries.
- Reduce or detain storm water runoff by using vegetated swales between parking aisles and at the perimeter of the parking areas. Provide wheel stops or perforated curbs at swales. Explore the options of using porous paving for parking stalls, especially in more remote areas of parking lots.
- Tree planting and selection and massing should be compatible with streetscape plantings. The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together.
- Parking stalls should be double-striped.



Divide parking areas into smaller sub-areas



Bioswales are encouraged

c. Pedestrian circulation

Pedestrian circulation should be clear, safe, inviting and comfortable.

- Provide clear and convenient pedestrian connections from the public streets, sidewalks, transit stops and trails to the commercial uses. Provide clear and convenient pedestrian connections among all commercial uses on the site and between compatible uses on adjacent parcels.
- Distinguish pedestrian pathways from vehicular drives through use of differing paving texture, color and/or materials. Where pedestrian pathways cross vehicular drives, provide a clearly delineated crosswalk, and where possible, raise the pedestrian paving surface for more visual differentiation.
- On large, multi-tenant sites, provide separated pedestrian circulation through parking areas. Where the pedestrian pathway acts as a "sidewalk" to the internal "street," separate it from traffic by means of a raised curb and landscaping or bollards.
- Create wide sidewalks and "outdoor rooms" adjacent to store fronts, with room for pedestrian amenities, such as cafe seating, display, benches and planting. Shopping areas should include gathering places and plazas tied to the pedestrian circulation network.
- Provide adequate lighting for pedestrian safety. One foot-candle is the minimum light level required.



Separate pedestrian circulation from parking and traffic



Create outdoor use areas adjacent to store fronts

3. Landscape Setbacks and Buffers

For site planning purposes, required landscape setbacks and buffers are addressed in this section. See Section C ("Landscaping & Site Elements") for further landscape guidelines.

- Provide a minimum five-foot wide landscape strip with shrubs and live ground cover along building walls visible from the public right-of-way. This area may be reduced or eliminated where there are pedestrian plazas, storefront uses or arcades.
- Provide a minimum eight-foot wide landscape strip with trees, shrubs and live ground cover adjacent to the public-right-of-ways to separate sidewalks from parking.
- Provide a minimum five-foot wide landscape strip with trees, shrubs and live ground cover along interior property lines, except in areas where there are shared driveways and/or circulation between adjacent properties.
- It is highly encouraged to incorporate bio-swales into landscaped areas at side and rear property lines, to aid in filtering pollutants and reducing storm water runoff. If used in more visible areas, swales should be planted with traditional landscape materials to avoid a "weedy" look.
- Where commercial development is adjacent to residential, a solid masonry or like material wall at least 8' in height is required at the property line.



Minimum 8' wide landscape strips are required

4. Location of trash, loading and service areas, mechanical equipment

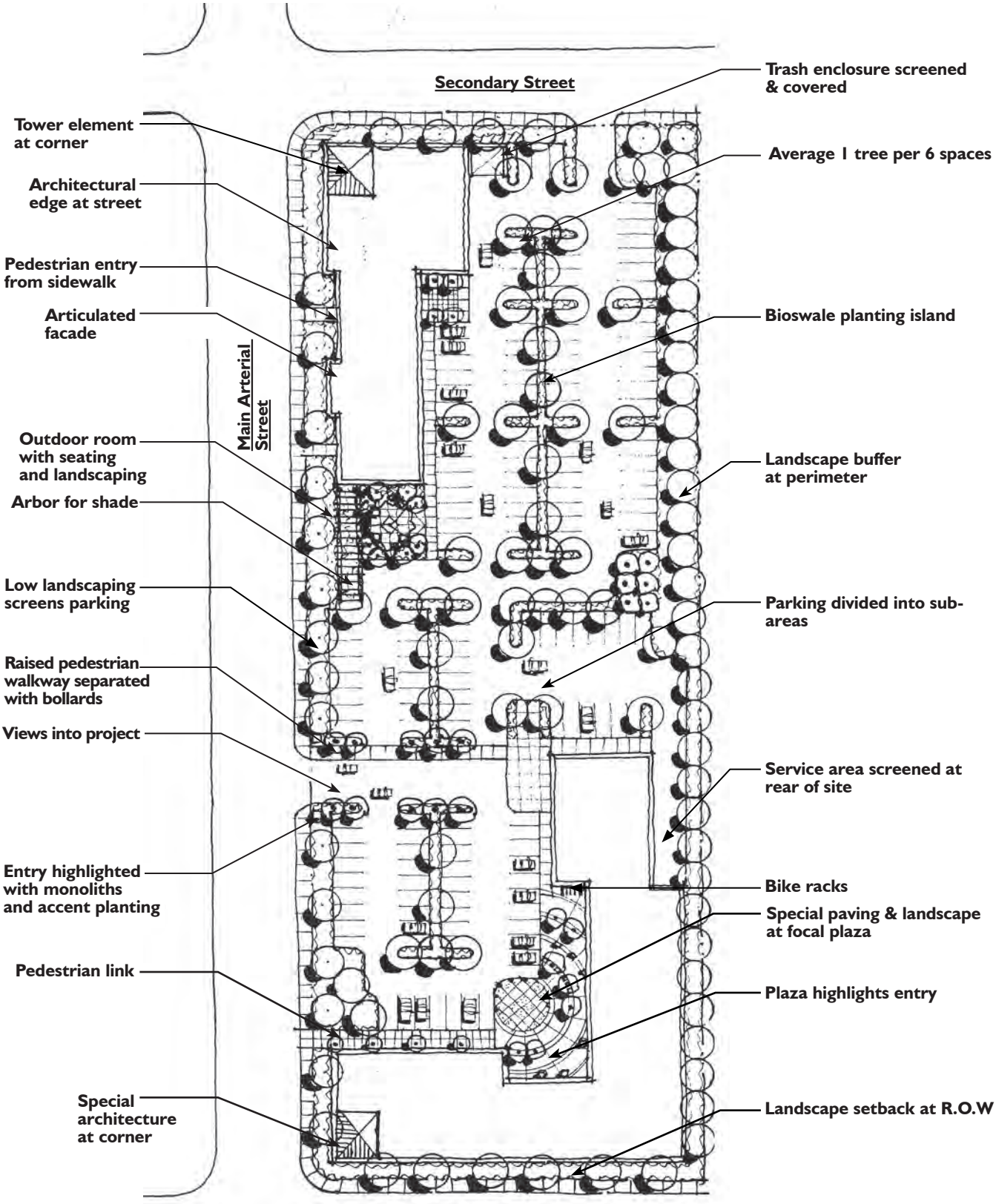
Locate trash, loading and service areas, and mechanical equipment to minimize their visibility from public areas.

- Service, loading and trash areas should be placed to the rear or side of buildings, and not between buildings and adjacent public streets.
- Site service, loading and trash areas to allow for effective screening.
- Locate service, loading and trash areas as far as possible from any adjacent residential or other sensitive uses.
- Design, materials and colors should match the main building.
- Trash enclosures should have a roof which matches the architectural character of the main building.

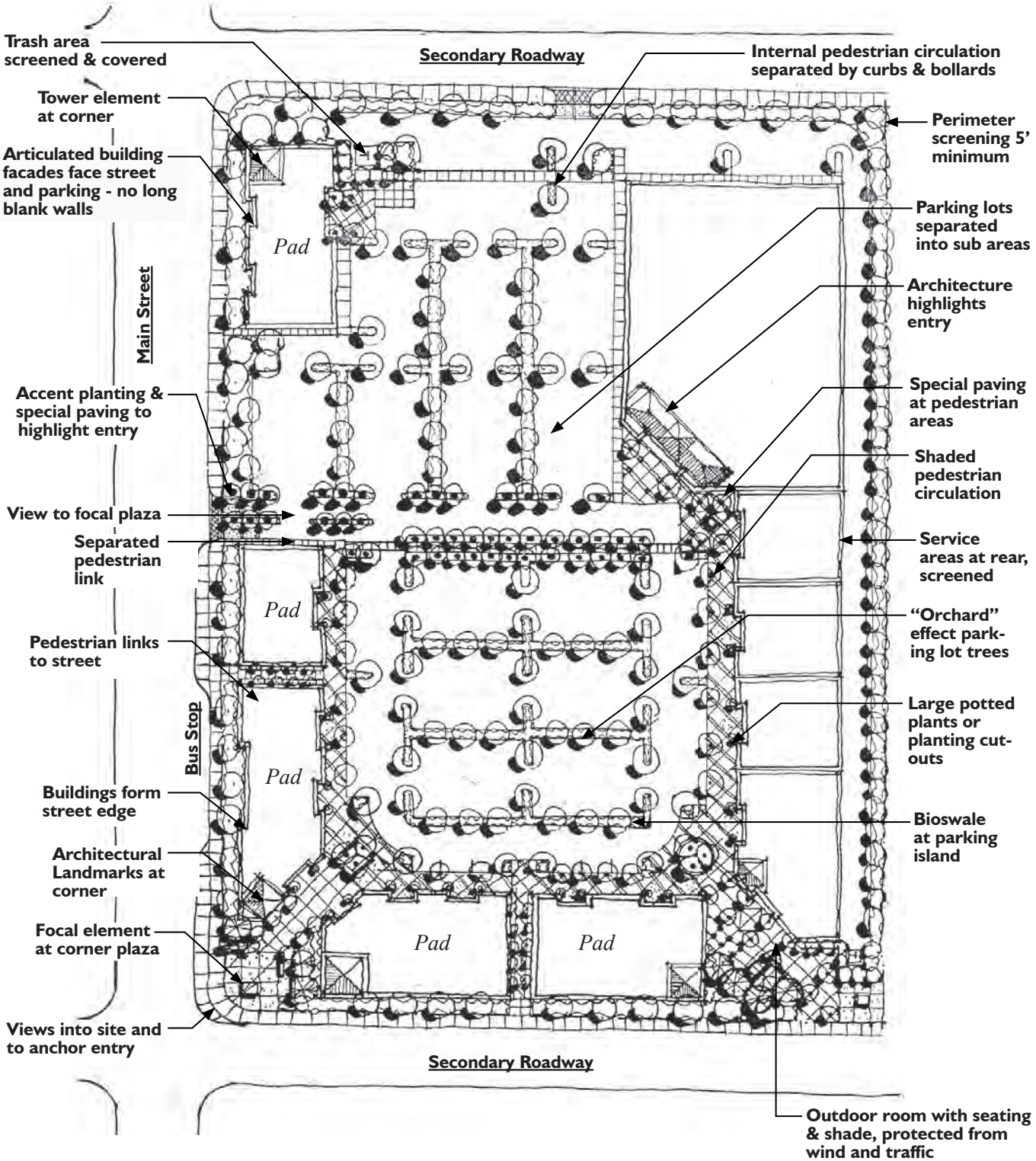
5. Prototypical Site Plans

The Prototypes on the following pages illustrate some of the concepts and design principles desired for neighborhood or regional shopping centers. The prototypes are intended as illustrative examples of various concepts expressed in the written text, not as definitive models.

Prototype 1: Small Neighborhood Site



Prototype II: Larger Shopping Center



B. Architecture

Building designs should reflect Oakley's unique character – as a friendly, water-oriented small town. Commercial areas should transition smoothly to the residential neighborhoods.

Visual interest, pedestrian scale, and high quality materials will contribute to Oakley's commercial vitality. Standard franchise architecture should be modified to blend with the character of the Oakley community. Use of creative building design and construction techniques is encouraged. Special attention should be given to any portion of the building visible from adjacent roadways, alleys, pedestrian areas, public open space or public parking areas.

1. Massing & Grouping

Create harmonious compositions of buildings which are appropriately scaled to their surroundings, and which present a varied visual experience for the pedestrian user.

- Emphasize individual structures, but design buildings on a single site to relate to each other. Connect smaller buildings on one site with an arcade or pedestrian walk.
- Large structures should be visually broken up into smaller components through changes in massing, form and texture.
- Use smaller pad buildings as a transition from the scale of a large anchor building. Consider incorporating spaces for smaller office or retail uses into large commercial buildings to add visual interest and break up the large building mass. Encouraging outdoor areas for displays will also help to accomplish this.
- Buildings on corners at major intersections should be visual landmarks. Corner building should be highlighted with features such as special architecture, towers or other vertical elements and entries facing the intersection.
- Tower elements used as architectural landmarks are encouraged. The height of vertical towers should related positively to the main building. Towers should not exceed twice the height of the adjacent building elements.



Large centers should have a central focus

- Large shopping centers should have a central focus. The main anchor should be highlighted by strong architectural features. Highlight the public plaza by framing it with architecture. Use architecture to define plazas and walkways.
- Neighborhood shopping areas should relate to the residential scale. Smaller buildings create a better transition to the surrounding neighborhood.

2. *Facades, Entries and Roofs*

Commercial buildings should be designed with detailed and visually interesting facades. Building entries should be clearly visible and inviting.

- All visible building sides should be designed with an integral and interesting appearance. A continuity of design, materials, color, form and architectural detail should be maintained for all portions of a building.
- Each commercial building should have a visible base, a clear pattern of openings and surface features, a well defined entry, and an interesting roof line.
- Sculpt building mass and roof lines to highlight building entries, corners and plaza areas.
- Design building facades for visual interest and pedestrian scale using a creative mixture of elements such as arcades, columns, awnings, signage, displays, overhangs and fenestration. Articulated elements should appear integral to the building, rather than "pasted on."
- Use architectural elements to clearly define entries. Towers, changes in roof form, building recesses or projections, awnings, arches, porticos or other design features can highlight entries.
- Entry areas provide the opportunity for pedestrian plazas with outdoor amenities, such as planting and seating. Use landscaping to frame entries.
- Design ground floor building facades with a high degree of transparency, for visual interest and connection. Provide store entrances and storefront windows next to sidewalks and pedestrian routes wherever possible.



Varied roof lines and surface features



Avoid architectural elements that appear "pasted on"

- Large buildings should have facades that include variations in massing, form and texture. Ground floor facades that face public streets should incorporate arcades, display windows, entry areas, awnings, or similar elements for at least half of the façade width. Provide multiple building entries, allowing for smaller uses to be combined in single buildings. Provide shadow line or articulation of building facades at the second story level, breaking the vertical expanse of the building as well as the horizontal.
- Continuous surface treatments of a single material should be minimized. Monolithic blank walls are not acceptable on any visible façade. Where the building surface lacks articulation, vine-covered trellises or other landscape features may be used to provide visual interest.
- External downspouts shall be designed to blend with the architecture of the building, to minimize visibility.
- Arcades along the front of larger buildings are encouraged as they provide the pedestrian protection from the weather, reduce solar gain and can serve to enhance the character of structures.
- Any accessory buildings and enclosures, whether attached or detached from the main building, shall be of similar compatible design and materials.
- Gable, hip and other two-sloped roof forms are encouraged. Use of substantial roof overhangs is encouraged.
- Partial gable or hip roof forms may be acceptable in combination with parapet roofs.
- Decorative towers and other special design features may exceed the established building height limit so long as the elements do not exceed 15% of the building footprint and do not contain habitable space.



Pedestrian scale and visual interest

3. Materials & Colors

High quality materials should be used for all building and site development elements. Materials should convey a sense of permanence.

- Preferred materials include brick, stucco, wood siding, and stone.
- Metal buildings are discouraged, however metal and artificial stone may be considered as architectural elements on a case by case basis.
- Plywood as an exterior surface is not allowed.
- Mirrored glass or heavily tinted glass are discouraged. Mirrored glass causes glare, and heavily tinted glass appears dark and foreboding. Clear glass provides visual access to window displays and interior activities.
- Each building should use a maximum of four shades or colors which complement and relate to each other. If there is an unpainted material such as brick or stone, this material should become one of the chosen colors.
- Paint should be superior in quality and graffiti-resistant.
- Building colors should be compatible, subdued and not garish. The building color should not become the "signing" of the building.
- The darkest color should be used at the building base to establish a perceived 'anchor' for the building.
- All parking and outdoor storage areas should be paved, except as approved by special use permit.

4. Screening of trash, loading and service areas, mechanical equipment

- Service and loading areas should be screened with landscaping, or with walls or fences that are compatible with the architecture of the building.
- Trash areas shall be enclosed by an architectural structure compatible with the building. Trash areas must be fully covered. Openings should be oriented away from public areas.
- Ground level mechanical equipment should be screened with landscaping , or with walls or fences compatible with and integrated into the architecture of the building. If a chain link enclosure is required around equipment, it should be black or dark green vinyl-clad, and should be screened with planting.
- Roof mounted equipment shall be screened from all points normally visible to the public, or from adjacent uses.
- Roof mounted equipment shall be screened by the building roof or parapet. The use of secondary screens or false walls for screening is discouraged.



Cover and screen trash areas

C. Landscaping & Site Elements

Landscaping can provide visual structure (defining spaces), continuity between various sites and uses, and physical comfort (shade and wind protection). It can reinforce Oakley's unique identity and history. It can serve an important storm water management function. It also makes for a more appealing commercial area.

1. Landscape Areas Generally

- Landscaping shall consist of a combination of trees, shrubs, and groundcover and/or turf. Portions of required landscaped areas may be devoted to pedestrian walkways and special elements such as hardscape, water features, or art forms. The use of mulch or stone as the sole ground cover material is not acceptable.
- Landscaping should provide for a lush appearance, should be intense in its spacings, should consist of a variety of plant material and should display varied colors throughout the year.
- Appropriate placement of landscape materials should provide summer shade on buildings, parking spaces, drives and paths, and should reduce the amount of energy needed for cooling.
- Plant materials should be in proper scale with the environment. Fore example, large scale buildings and parking areas require large scale trees at maturity. Plant materials should be used to create a human scale in large developments.
- Explore opportunities to highlight Oakley's agricultural and viticultural heritage with the creative use of landscape elements. For example: rows of columnar trees may recall agricultural windbreaks; small groves of accent trees or regularly spaced parking lot canopy trees may recreate an orchard feel; grapes planted along a frontage or along a fence recall Oakley's vineyards.
- Trees should be provided at the ratio of at least one tree provided for every 600 square feet landscaped area, not including the required parking lot trees.
- Trees shall be minimum 15 gallon size, with at least 40% in 24 inch box size or larger. Shrubs should be of 5 gallon size. Smaller container sizes may be used for perennials and groundcovers. Groundcovers should be spaced to allow for complete infill within 6 months.



Trees will shade walk, seating and buildings



Rows of columnar trees recall agricultural windbreaks

- Frontage landscaping of commercial development should relate to the adjacent streetscape.
- Landscape materials should not interfere with safe sight distances for vehicular, bicycle or pedestrian traffic.
- The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs and ground cover is encouraged. Refer to Chapter 82-26 of the Contra Costa County Code for additional water conservation requirements.
- Refer to Oakley Zoning Code Chapter 5, Section D for additional landscape requirements, including Heritage Tree Preservation.
- Refer to the Appendix for recommended tree palette.

2. Entry and Plaza Enhancements

- Landscaping at major site entries entrances should help define the project and provide a sense of arrival. Use elements such as monoliths, low ornamental walls or fences, accent planting, fountains, sculpture, and special paving to help define the space. Accent trees should be used to distinguish main access drives.
- To reflect Oakley's relationship to the Delta, projects should incorporate the use of water features at site entries, building entries and plazas or outdoor rooms to the maximum extent possible. Water features may include fountains, ponds with moving water elements, or water sculptures.
- The use of stone as a decorative or focal element is encouraged at entries and plazas.
- Enhanced paving should be used to highlight entries and pedestrian areas. In pedestrian walkways and plazas, the use of stone paving, toned concrete, unit pavers or bricks is encouraged. Use toned concrete or similar paving material to define vehicular entries.
- Oakley's hot summer climate makes shading of pedestrian areas extremely important. Use trees or shade structures to provide shade along pedestrian walks, in outdoor rooms and plazas, and at seating areas.



Water features are encouraged



Special paving enhances pedestrian areas

- Pedestrian comfort must be considered in the design of plazas and outdoor rooms. Where wind protection cannot be achieved by building placement, provide wind screens. Reduce glare in plaza areas by use of landscaping and colored paving. Separate pedestrian zones from parking and vehicle circulation with landscape areas, raised planters, trellises with vines, or large potted plants.
- Provide a variety of seating in pedestrian areas. Provide seating and shaded tables in plazas. Encourage active use by cafes and restaurants.
- Enhance plazas and entries with artwork integrated with architecture and landscape, such as a focal sculpture, unique trellis or tile mosaic.



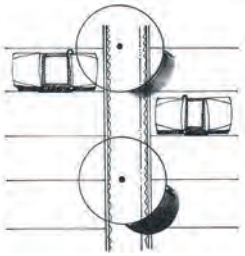
Planting areas or pots can define space

3. Parking lot landscaping

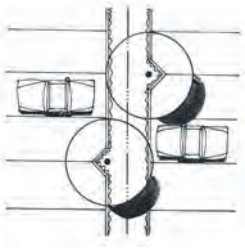
- Tree planting in parking areas should create an "orchard" effect, shading and softening the appearance of the parking lot. At least 50% of the paved area should be shaded at the trees' maturity.
- Parking lot trees should be provided at a minimum of one tree per 6 spaces. Trees may be clustered to define circulation routes and frame site views.
- Large scale, high branching shade trees should be used in all parking areas. Smaller accent tree plantings may be used within the parking area as special design features, with the larger trees as the primary trees. Parking lot trees should be pruned for a minimum of 6' high clearance above ground.
- Parking lot planting islands should function as bio-swales, to absorb and filter storm water runoff. For effective function, these planting areas should be a minimum width of 6', and be designed to accommodate the bio-swale, landscaping, lighting or other utilities.
- All parking lot planting areas should be a minimum of 5' wide, and should contain trees and shrubs and/or live groundcover.
- Parking lots should be buffered by landscape areas at all property lines, except where shared circulation (driveways or parking lots), occurs.



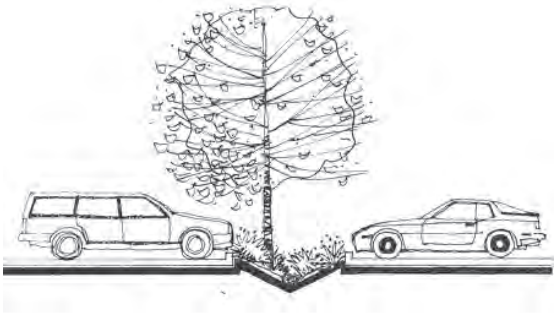
Extensive parking lots without significant landscaping are prohibited



Offset swale



Tree cut-outs



Bioswale should be designed to accommodate tree planting

4. Walls and Fences

- Where commercial development is adjacent to residential properties, a solid masonry-type wall at least 8' in height is required at the property line. The wall should be constructed with design details compatible with the adjacent residential character. Gaps or openings are not allowed.
- Walls and fences should be softened with landscaping when visible to the public.
- Where attached to a building, walls and fences should be compatible with the architecture of the building, and should be integrated into the total building design.
- Wooden fences are generally not allowed on commercial sites.

5. Lighting

- Site lighting should highlight building entries, plazas, walkways, outdoor rooms and architectural features.
- Site lighting should incorporate cut-offs to prevent spill-over laterally onto adjacent properties and upwards into the night sky.
- Pedestrian scale lighting should be used for pedestrian walkways through parking areas.

D. Renovation / Remodel

Renovation or remodeling afford the opportunity for significant upgrading of a project's quality, and overall enhancement of the commercial environment.

- Facades should be cleaned and repainted. Existing ornamental details such as cornices or parapets should be preserved, repaired or replaced to match the original. All visible sides of the building should be treated in a compatible manner.
- Materials that have been added to the facade and are not consistent with the original design should be removed and replaced with materials that are compatible with the historic character of the building.
- Where possible, walls should be opened with windows. Long blank walls should be enhanced with trellises, landscaping, awnings or other features.
- All visible exterior mechanical or utility equipment, exposed pipes and conduits, and other elements which clutter the building appearance should be removed or enclosed. Roof mounted mechanical equipment should be screened.
- Deteriorating awnings should be replaced or removed. Deteriorating window frames should be replaced with new frames that are architecturally consistent with the façade character.
- Old signage which is worn, faded, or out of scale with the character of the building should be replaced.
- Landscaping should be added where possible. Leftover spaces should be landscaped.
- Trash areas should be screened, enclosed and covered.

III. Industrial Guidelines

A. Site Planning

The site planning section covers relationships of elements on the property, such as building location and orientation, access and circulation, pedestrian connections, parking, open space, and streetscape character. The goal in developing a site plan should be to create a functional and visually interesting environment, which fits with the unique conditions of the site and maintains the high design standards that characterize the Oakley community.



Orient front office uses toward the street

1. Building Siting, Setbacks and Orientation

Industrial buildings should be designed and sited to create an attractive impression from public corridors, and provide generously planted landscape setbacks to soften the visual impact of buildings and frame the streets.

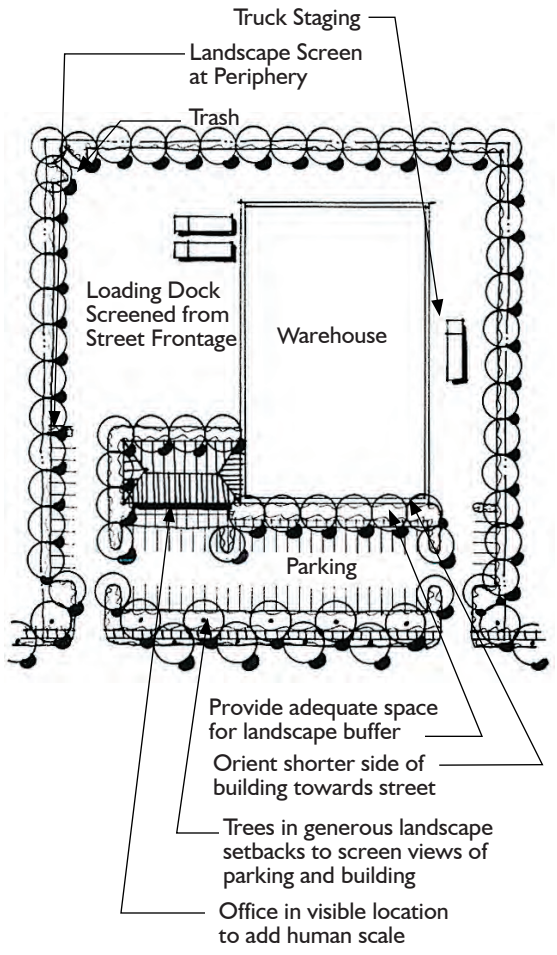
- Orient building fronts and entries towards streets, parking lots and public spaces. Front office areas should be in the most visible locations, as they add human scale to an industrial building.

- On corner sites, consideration should be given to locating offices near the intersection to enliven the streetscape and add visual interest. Parking areas should be minimized adjacent to intersections.

. • Rectangular shaped buildings should be oriented with the shorter building side parallel to the street to reduce the view of a long, narrow building.

- Refer to the City of Oakley Zoning Ordinance for building setbacks.

- Where side and rear yards abut a street, front yard setbacks will apply.



2. *Entries, Circulation and Parking*

a. Entries & Vehicular Circulation

Vehicular entries should be highly visible and legible.

- Driveways should be coordinated with existing or planned median openings. New driveways should line up with existing driveways on the opposite side of the street and be located as far away from intersections as possible. Provide a minimum of 100 feet between driveways.

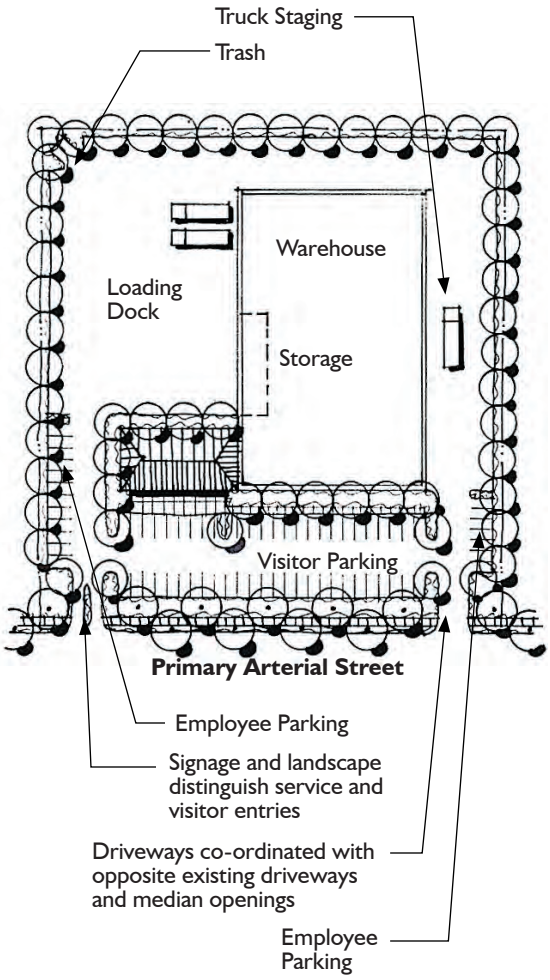
- Curb cuts should be minimized to improve pedestrian and traffic safety, and to unify the appearance of the street frontage. Use shared access drives wherever possible. Where appropriate, corner properties may be accessed from the side street rather than the main arterial, provided that this does not cause conflicts with residential traffic.

- Entries should be clearly marked with signage and significant landscaping. Entry signage is limited to monument or wall signage consistent with the architectural character of the buildings, with the address prominently displayed. Sight lines must be preserved for traffic safety. Entry drives on larger projects should include a minimum 5 foot landscaped median to separate incoming and outgoing traffic.

- Signage and landscape treatment should distinguish the entries that serve the main building from service entries. Service vehicle traffic should be separated from employee and visitor circulation. Provide a clear travel route between the street and the main entry.

- Access driveways shall provide adequate length to accommodate off-street car and truck stacking needs. Pull-out lanes shall be provided for safe deceleration from and acceleration into the flow of traffic.

- Service and storage areas should be located so that trucks which are being loaded or unloaded do not disrupt the smooth flow of traffic within the project. Trucks should be able to fully maneuver on the property without using a public street or blocking travel lanes. Circulation must be designed to accommodate truck turning radii. Space for stacking vehicles waiting to unload should be provided as necessary.



Separate service traffic from employee and visitor traffic

b. Parking Areas

The visual impact of parking areas should be minimized.

- Separate employee and visitor parking from service and loading parking. Provide landscaping to provide shade and to create visual breaks. (See the Landscaping section below for specific landscape requirements.)

- Screen parking areas from frontage streets with landscaping and berms or low walls. Create a defined edge and screen views of parking lots where they abut streets and pedestrian use areas.

- Limit parking between building and street to a single parking bay. Locate additional parking lots to the side or rear of the building.

- For uses such as auto, RV or boat repair or storage, as well as for uses involving outdoor parking of industrial vehicles such as fork lifts or construction equipment, well screened rear parking is required. These areas should be screened with a solid wall or fence compatible with the architecture of the building, and preferably softened with landscaping. Chain link fencing is not allowed where visible by the public.

- Provide bicycle racks near building entries.

- Reduce or detain storm water runoff by using vegetated swales between parking aisles and at the perimeter of the parking areas. Provide wheel stops or perforated curbs at swales. Explore the options of using porous paving for parking stalls, especially in lightly used parking areas.



Screen parking from the street



Bioswales are encouraged

c. Pedestrian Circulation

Pedestrian circulation should be clear, safe and comfortable.

- Provide clear and convenient pedestrian connections from the public streets, sidewalks, transit stops and trails to business entries.

- Distinguish pedestrian pathways from vehicular drives through use of differing paving texture, color and/or materials. Where pedestrian pathways cross vehicular drives, provide a clearly delineated crosswalk, and where possible, raise the pedestrian paving surface for more visual differentiation.

- Industrial parks should include pedestrian amenities for employees, such as seating areas or recreational opportunities.

- Provide adequate lighting for pedestrian safety. One foot-candle is the minimum light level required.



Provide clear pedestrian connections to building entries

3. Landscape Setbacks and Buffers

For site planning purposes, required landscape setbacks and buffers are addressed in this section. The stated widths are minimums, and should be exceeded where necessary to assure compatibility between adjacent uses, to provide adequate screening, and to accomplish a satisfactory transition between uses. See Section C ("Landscaping & Site Elements") for further landscape guidelines.

- Buildings should be separated from parking by landscaping and walkways.

- Provide a minimum fifteen-foot wide landscape strip with shrubs and live ground cover along building walls visible from the public right-of-way. Walkways may be included in this area.

- A landscape strip of five-foot minimum width should be provided along building side and rear elevations. Exceptions may apply at service and loading areas.

- Provide a minimum ten-foot wide landscape strip with trees, shrubs and live ground cover adjacent to the public-right-of-ways to separate sidewalks from parking. A greater front landscape strip may be recommended for an individual development.



Separate buildings from parking with landscape and walkways

- Provide a minimum five-foot wide landscape strip with trees, shrubs and live ground cover along interior property lines, except in areas where there are shared driveways and/or circulation between adjacent properties. A five-foot minimum also applies where side or rear yard fencing or wall abuts a public right-of-way.

- It is highly encouraged to incorporate bio-swales into landscaped areas at side and rear property lines, to aid in filtering pollutants and reducing storm water runoff. If used in more visible areas, swales should be planted with traditional landscape materials to avoid a "weedy" look. The landscape setback width may need to be increased to accommodate the swales.

- Where industrial development is adjacent to residential, a solid masonry or like material wall at least 8' in height is required at the property line, in addition to the required landscaping. The landscape setback shall be sufficient to provide a visual transition to the adjacent use. The minimum width shall be 10 feet.

4. Location of Loading and Service Areas, Storage, Trash and Mechanical Equipment

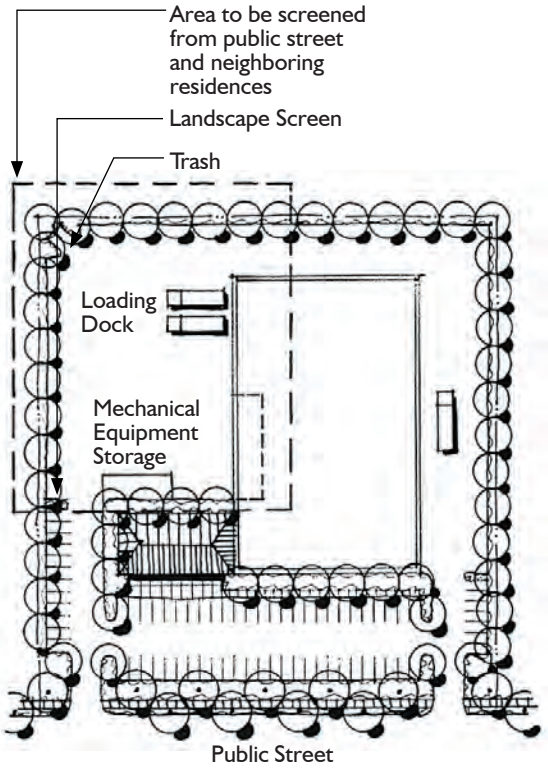
Locate loading and service areas, storage, trash and mechanical equipment to minimize their visibility from public areas.

- Buildings or groups of buildings shall be arranged on sites to provide screening of service, loading, storage and trash areas. Loading areas and vehicle access doors should not be visible from public streets or from neighboring residential uses.

- Loading driveways should not back onto streets or encroach into landscaped setback areas. Loading activities should not be conducted from public streets.

- Loading areas should have clear access without interfering with pedestrian and vehicular circulation. Loading areas should be separated from parking and public entrances.

- Locate service, loading, storage and trash areas to allow for effective screening with walls and landscaping.



Screen loading, service and trash areas from streets

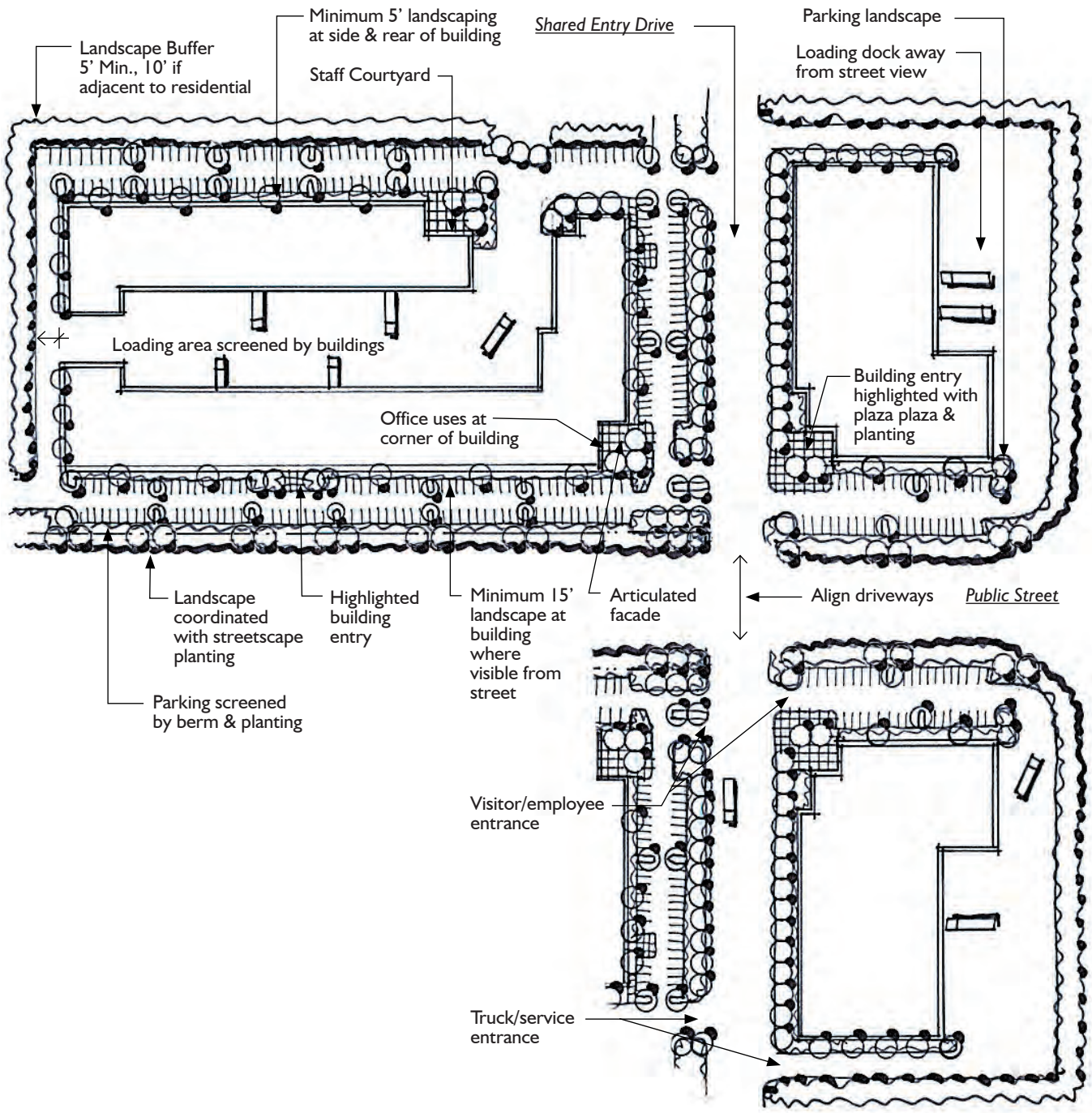
- Locate service, loading and trash areas as far as possible from any adjacent residential or other sensitive uses. Outdoor storage areas should be located at the rear of the site but not adjacent to residential areas. If locating a storage area adjacent to a public street is un-avoidable, it should be completely screened. Under no circumstances should the height of the stored materials exceed the height of the screen.

- Mechanical equipment, such as compressors, air conditioners, antennas, pumps, heating and ventilating equipment, emergency generators, chillers, elevator penthouses, water tanks, stand pipes, solar collectors, satellite antenna dishes and communications equipment, should not be visible from public streets or neighboring properties. Roof mounted equipment should be fully screened by the roof parapet. Utilities should be undergrounded.

5. Prototypical Site Plan

The Prototype on the following page illustrates some of the concepts and design principles desired for Oakley's light industrial areas. The prototype is intended as an illustrative example of various concepts expressed in the written text, not as a definitive model.

Prototype: Industrial Sites



B. Architecture

Building designs should reflect Oakley's high standards. Industrial areas should transition smoothly to the residential neighborhoods.

Visual interest, human scale, and high quality materials will help industrial development fit compatibly within Oakley. Use of creative building design and construction techniques is encouraged. Special attention should be given to any portion of the building visible from adjacent roadways, alleys, pedestrian areas, public open space or public parking areas.

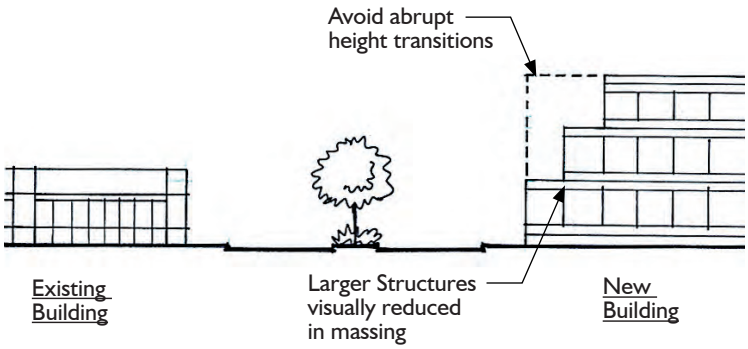
1. Massing & Grouping

Create harmonious compositions of buildings which are appropriately scaled to their surroundings, and which present a pleasing visual experience.

- Design buildings on a single site to relate to each other. Each building or complex of buildings should be stylistically consistent. Architectural style, materials, colors, form and scale should all work together to express a unified theme.
- Large structures should be visually broken up into smaller components through changes in massing, form and texture.
- Buildings on corners and major streets should be of high visual quality.
- Where industrial development is adjacent to residential, it should transition to the residential scale. Smaller buildings create a better transition to the surrounding neighborhood.



Break up large structures into smaller visual components



2. *Facades, Entries and Roofs*

Industrial buildings should be designed with visually interesting facades rather than unarticulated box or shed-like appearance. The design and placement of industrial buildings should respond to the general characteristics of its surroundings as well as to the community's architectural standards and the site's opportunities. A building should be sufficiently complex for visual interest and sufficiently simple for unaffected integrity.



Industrial buildings should be simple in form and materials

- All visible building sides should be designed with an integral and interesting appearance. A continuity of design, materials, color, form and architectural detail should be maintained for all portions of a building.

- The style of an industrial building should be simple in form and material. Facade/elevation development shall avoid the use of multiple materials which result in an inconsistent, complicated appearance.

- Building entrances should be designed in human scale. In large buildings, distinctive entryways should be used to provide a transition between the street and the building. Entry areas provide the opportunity for outdoor amenities, such as planting and seating. Use landscaping to frame entries.



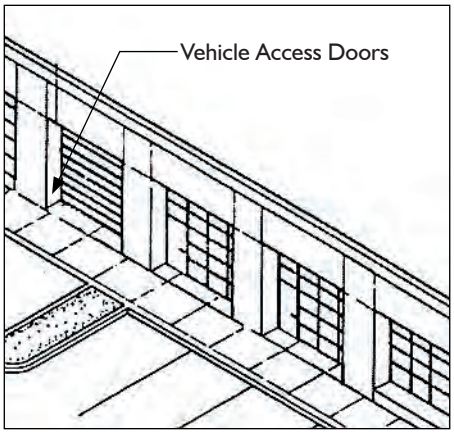
Highlight building entries

- Large buildings should have facades that include variations in massing, form and texture where visible to the public. Recessed window treatment and other articulation of the elevation will help to improve an otherwise planar surface, aid the buildings' appeal and take advantage of passive solar control. Provide shadow line or articulation of building facades at the second story level, breaking the vertical expanse of the building as well as the horizontal. Overhangs, projections, reveals and covered pedestrian walkways contribute to the character of the building and provide shade.

- Continuous surface treatments of a single material should be minimized. Monolithic blank walls are not acceptable on any visible façade. Where the building surface lacks articulation, vine-covered trellises or other landscape features may be used to provide visual interest. Articulated elements should appear integral to the building, rather than "pasted on."

- Vehicle access doors can be recessed and integrated into building elevations. They should be painted the same color as the building and given the same architectural treatment where feasible. Design measures should be incorporated to protect doors from damage caused by trucks and other vehicles.

- Auxiliary structures, such as storage and service buildings, should be architecturally consistent with the primary structures on a site.



Recess vehicle access doors and blend them into building elevations

3. *Materials & Colors*

Industrial buildings should be constructed using durable materials which convey a substantial appearance. Materials such as corrugated metal and fiberglass are discouraged.

- Preferred materials include brick, stucco, wood siding, and stone.

- The use of prefabricated metal buildings and plain aluminum siding is not allowed. However, architecturally creative use of metallic design may be appropriate in certain cases.

- Plywood as an exterior surface is not allowed.

- Excessive use of reflective and glare producing surfaces should be avoided.

- Paint should be superior in quality and surfaces should be graffiti-resistant where possible.

- Building colors should be compatible, subdued and not garish.

- The darkest color should be used at the building base to establish a perceived 'anchor' for the building.

- All parking and outdoor storage areas must be paved. D.G. surfacing is not acceptable for these areas.



Prefabricated metal buildings are not allowed

4. Screening of Loading and Service Areas, Storage, Trash and Mechanical Equipment

- Service and loading areas should be screened with landscaping, or with walls or fences of materials, finishes and styles that are compatible with the architecture of the building.

- Outdoor storage areas shall be screened so that stored materials are not visible from adjacent streets.

- Trash areas shall be enclosed by an architectural structure compatible with the building. Trash areas must be fully covered. Openings should be oriented away from public areas.

- Ground level mechanical equipment should be screened with landscaping , or with walls or fences compatible with and integrated into the architecture of the building. If a chain link enclosure is required around equipment, it should be black or dark green vinyl-clad, and should be screened with planting

- Screening of mechanical/electrical area must take into account the noise level and fumes generated by such equipment. Use materials with noise attenuation properties and design screens that deflect fumes favorably away from the main part of the building as well as adjacent parcels.

- Roof mounted equipment shall be screened by building parapets and/or roof from all points normally visible to the public, and from adjacent uses. Parapet fire walls and roof screens should be treated as in integral part of the building design, and should not appear as unrelated afterthoughts.



Screen loading and service areas with walls compatible with building architecture

C. Landscaping & Site Elements

All areas not covered by structures, service yards, walkways, driveways and parking spaces should be landscaped. The choice, placement and scale of plants should relate to the project site and architecture. Planting should be used to shade and screen, to accent focal points and entries, to contrast with or reinforce building design, to break up paving or wall expanses, and to define on-site circulation. Use of distinctive and innovative landscaping plans is encouraged.

1. Landscape Areas

- Landscaping shall consist of a combination of trees, shrubs, and groundcover and/or turf. Portions of required landscaped areas may be devoted to pedestrian walkways and special elements such as hardscape, water features, or art forms. The use of mulch or stone as the sole ground cover material is not acceptable.

- Landscaping should provide for a lush appearance, should be intense in its spacings, should consist of a variety of plant material and should display varied colors throughout the year.

- Appropriate placement of landscape materials should provide summer shade on buildings, parking spaces, drives and paths, and should reduce the amount of energy needed for cooling. Care should be taken to provide adequate shading for paved areas.

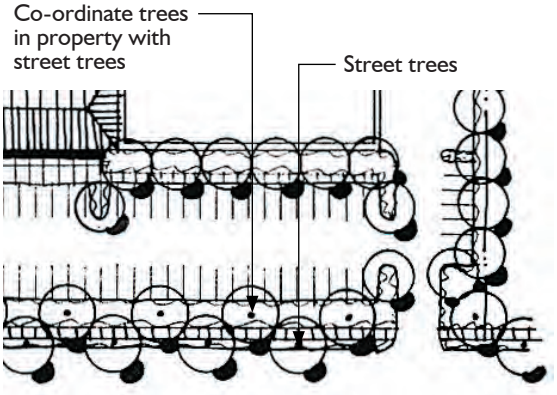
- Plant materials should be in proper scale with the environment. Fore example, large scale buildings and parking areas require large scale trees at maturity. Plant materials should be used to create a human scale in large developments.

- A minimum of 15% of the site shall be landscaped. Trees should be provided at the ratio of at least one tree provided for every 600 square feet landscaped area, not including the required parking lot trees.

- Trees shall be minimum 15 gallon size, with at least 25% in 24 inch box size or larger. The larger trees should be used as accents, for immediate effect. Shrubs should be of 5 gallon size. Smaller container sizes may be used for perennials and groundcovers. Groundcovers should be spaced to allow for complete infill within 6 months. All plants should meet nursery industry standards.



Lush landscaping is desired



Coordinate on-site trees with adjacent streetscape to maximize effect

- Frontage landscaping of industrial development should relate to the adjacent streetscape. Coordinate street trees and on-site tree planting to maximize the visual impact of the trees.

- Landscape materials should not interfere with safe sight distances for vehicular, bicycle or pedestrian traffic.

- Landscaping at major site entries should help define the project and provide a sense of arrival. Use elements such as monoliths, low ornamental walls or fences, accent planting, fountains, sculpture, and special paving to help define the space. Accent trees should be used to distinguish main access drives.

- Enhanced paving should be used to highlight entries and pedestrian areas. In pedestrian walkways and plazas, the use of stone paving, toned concrete, unit pavers or bricks is encouraged. Use toned concrete or similar paving material to define vehicular entries.

- Oakley's hot summer climate makes shading of pedestrian areas extremely important. Use trees or shade structures to provide shade along pedestrian walks and at seating areas.

- Exterior site amenities including lighting, directional signs, patio areas, benches, planters, trash receptacles and newspaper racks, are encouraged for the enjoyment of employees and visitors. They should be included in all site and landscape plans.

- Pedestrian comfort must be considered in the design of plazas and outdoor rooms. Where wind protection cannot be achieved by building placement, provide wind screens. Reduce glare in plaza areas by use of landscaping and colored paving. Separate pedestrian zones from parking and vehicle circulation with landscape areas, raised planters or trellises with vines.

- The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs and ground cover is encouraged. Refer to the Oakley Zoning Ordinance for water conservation requirements.

- Refer to Oakley Zoning Ordinance for additional landscape requirements, including Heritage Tree Preservation.

- Refer to the Appendix for recommended tree palette.



Landscaping highlights entries



Outdoor amenities should be provided for employees

2. *Parking Lot Landscaping*

- Parking areas shall be landscaped for a minimum of 7% coverage, exclusive of perimeter landscaping, except parking located at the rear of a building and which is not visible from a public street.

- Parking lot trees should be provided at a minimum of one tree per 6 spaces. Trees may be clustered to screen portions of the development or frame site views. At least 50% of the paved area should be shaded at the trees' maturity.

- Large scale, high branching shade trees should be used in all parking areas. Smaller accent tree plantings may be used within the parking area as special design features, with the larger trees as the primary trees. Parking lot trees should be pruned for a minimum of 6' high clearance above ground. Driveways should have a minimum of 14 feet of vertical clearance.

- Parking lot planting islands should function as bioswales, to absorb and filter storm water runoff. For effective function, these planting areas should be a minimum width of 6', and be designed to accommodate the bioswale, landscaping, lighting or other utilities.

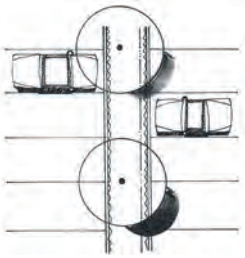
- All parking lot planting areas should be a minimum of 5' wide, and should contain trees and shrubs and/or live groundcover.

- Parking lots should be buffered by landscape areas at all property lines, except where shared circulation (driveways or parking lots) occurs.

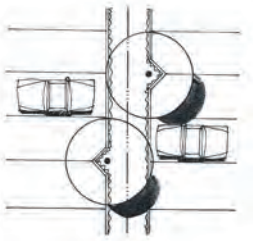
- Tree planting and selection and massing should be compatible with streetscape plantings. The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together.



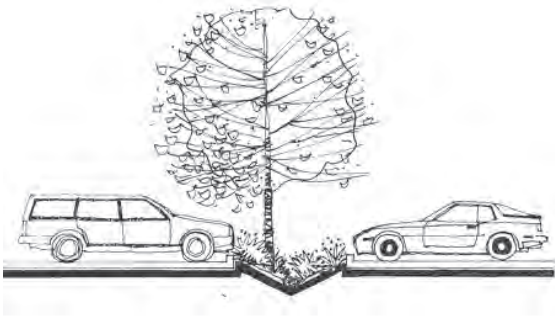
Parking lots should be shaded and screened from the street



Offset swale



Tree cut-outs



Bioswale should be designed to accommodate tree planting

3. Walls and fences

Walls and other screening devices should be used to preclude unsightly and disagreeable views, such as heavy equipment, service yards and storage areas, from the street. The style, color and material of screen walls and fences should be compatible with the architectural style of primary structures on the site.

- Where industrial development is adjacent to residential properties, a solid masonry-type wall at least 8' in height is required at the property line. The wall should be constructed with design details compatible with the adjacent residential character. Gaps or openings are not allowed.

- Walls and fences should be softened with landscaping when visible to the public.

- Where attached to a building, walls and fences should be compatible with the architecture of the building, and should be integrated into the total building design.

- Wooden fences are generally not allowed on industrial sites. Chain link fencing is not allowed where visible by the public or adjacent uses.



Screen walls should be softened with landscaping, and integrated into the design of the building

4. Lighting

- Lighting levels should be sufficient for the safety of site occupants and visitors without spilling onto adjacent properties. All vehicle entrances, driveways, parking areas, service areas, walkways and loading areas should be well lit for security and safety.

- Pole lights should be a maximum of 25' high.

- Site lighting should incorporate cut-offs to prevent spillover laterally onto adjacent properties and upwards into the night sky.

- Light fixtures attached to exterior walls of buildings should be compatible with building design. Fixtures visible from the street should be decorative and integrated with the architecture. Wall packs are not allowed where visible from the street.

IV. Special Uses

While the types of land uses discussed in this section fall under the general categories of commercial and industrial uses, they each have particular characteristics that distinguish them from those general categories. For example, a Business Park may include office (commercial) and light industrial uses, but it is distinguished by its campus-like setting. The "Commercial" and "Industrial" design guidelines sections apply to the Business Park, except where superseded or supplemented by this "Special Uses" section. Similarly, the "Commercial" guidelines apply to "Commercial Recreation" and the "Industrial" guidelines apply to "Utility Energy," except where superseded or supplemented by the sections that follow.

A. Business Park

The Business Park designation is intended to provide space for office uses, select light industrial, and supporting retail or commercial secondary uses in a campus setting. The intent is to develop architecturally unified and aesthetically pleasing buildings in a park-like environment. As a Business Park will typically have a high density of employees, well designed common areas and amenities are important elements.

1. Site Planning

Generous landscape setbacks, outdoor common areas, highlighted entries, and well-linked circulation contribute to the campus-like feel of the Business Park.

- A clear entry or gateway should be provided for a Business Park campus. Setbacks at the entry should be sufficient to accommodate gateway elements such as sign walls, water features, large sculpture and / or colorful planting. Water features are the preferred gateway element to reflect Oakley's Delta character.

- Internal circulation should be clear and understandable. Entry drives from the internal streets should lead directly to building entrances. Parking lots may flank the building entry drive, but must be separated from the drive by landscaping.

- Wherever possible, reenforce Oakley's Delta heritage by using water features as focal elements.



Water feature as entry element

- Non-vehicular circulation is an essential element in the Business Park. Pedestrian and bicycle paths, separated from the roadways, should interconnect the buildings on site. The pedestrian and bicycle circulation system should link with public transit stops, and with local and regional bike and pedestrian trails.

- Group buildings to take advantage of central focal elements, shared entry drives, parking facilities and outdoor spaces.

- Provide wind protected outdoor use spaces for employees, such as plazas with seating, recreational amenities, or lawn areas.

- Overland flow storm water drainage and detention systems should be integrated into the site design.



Create attractive outdoor spaces for employees

2. Architecture

- Buildings in a Business Park should be designed with consistent architectural themes. Individual projects within a Business Park may not be of identical style, but should relate architecturally to the other buildings, to comprise a unified appearance.

- Building entries should be gracious in scale, with recesses or projections, and highlighted by roof line variations, lighting, and detailing.



Highlight building entries

3. Landscaping & Site Elements

- Landscaping at a Business Park should be lush, garden-like, and color splashed, with shade trees. It should bring to mind large urban parks. Planting character should be trim and neat with broad plantings in larger open spaces.

- Provide a minimum fifteen-foot wide landscape strip with shrubs, live ground cover and walkways along building walls, excluding loading and service frontages. This area may be reduced or eliminated where there are pedestrian plazas or arcades.

- Large scale trees should be used to create canopied drives and pathways, as well as to scale large buildings.

- Building entries should be highlighted with elements such as an entry plaza, water feature, sculptural element or colorful planting.



Generous landscape setbacks, canopy trees

B. Commercial Recreation

Commercial recreation sites, whether aquatic or non-aquatic, are often regional destinations as well as local amenities. These sites will form the basis for many visitors' impressions of Oakley, and should be carefully designed to convey a sense of quality.

1. Site Planning

- Commercial Recreation facilities should present a public ambiance through welcoming entries and open views to the recreational uses. For aquatic recreation uses, the waterfront should also be treated as an entry, with attention given to views of the facility from the water.

- Facilities should be designed to celebrate their recreational environment. For example, views to the water should be a primary feature of a boating facility. Golf course fairways should be visible from adjacent public areas, rather than screened. On arriving at a stable facility, one's attention should be drawn to the barn or the paddock.

- Circulation should be clear and legible. Special care should be taken to avoid circulation conflicts. Visitor and employee circulation should be well defined. Arrival and parking areas should be clearly separated from the recreational functions such as boat launching or golf cart pickup. The components of the facility should be legible, so that site destinations such as restaurant, clubhouse, pro shop, boat launch, stable, childcare, etc. can be easily located.

- Pedestrian and bicycle access should be incorporated, providing links to local and regional trails and bike paths.

- Storage, service and equipment areas should be discretely located, and screened with architectural elements and/or landscaping.

- Overland flow storm water drainage and detention systems should be integrated into the site design.



Aquatic uses should have a front door on the water

2. Architecture

- A Commercial Recreation facility should be architecturally consistent with its setting and use, for example, marina facilities should have a maritime architectural theme.

- All Commercial Recreation facilities should project high quality and permanence.

3. Landscaping and Site Elements

- Landscaping should be used to screen unattractive views and to direct views to site amenities.

- For some recreational uses (for example, a golf course), it may be more appropriate to encourage views into the site rather than to screen the perimeter with landscaping.

C. Utility Energy

High quality architectural design and adequate buffers and screening will allow these clean energy producing sites to exist compatibly within the Oakley community. Development of these unique projects should follow the spirit of these guidelines to minimize any adverse visual impacts.

V. Streetscape

When commercial and industrial development occurs, improvements to the public right-of-way may be required. The streetscape is one of the primary visual systems in a community, and as such, constitutes a major component of community identity. This section addresses Oakley's streetscape – entries, roadway edges and landscaping, that may be improved as a part of commercial or industrial development, and that establish a tone for City.

A. Entries

As the first points of impression of the community, entries are important elements in establishing a community image. An entry should feel like an "outdoor room" that creates a sense of entry and enclosure, creatively blending planting, paving, lighting, signage, site furniture and landmark elements into a composition that expresses a sense of welcome, entry, and identity. Landmark elements might include: architectural elements, fountains, walls, colorful planting, columnar trees, or other memorable elements that draw the eye. Entry signage is limited to monument or wall signage, of consisitent architectural character. The entries should harmonize with the adjacent streetscape treatment and be appropriate to the scale and character of the district or area it represents.

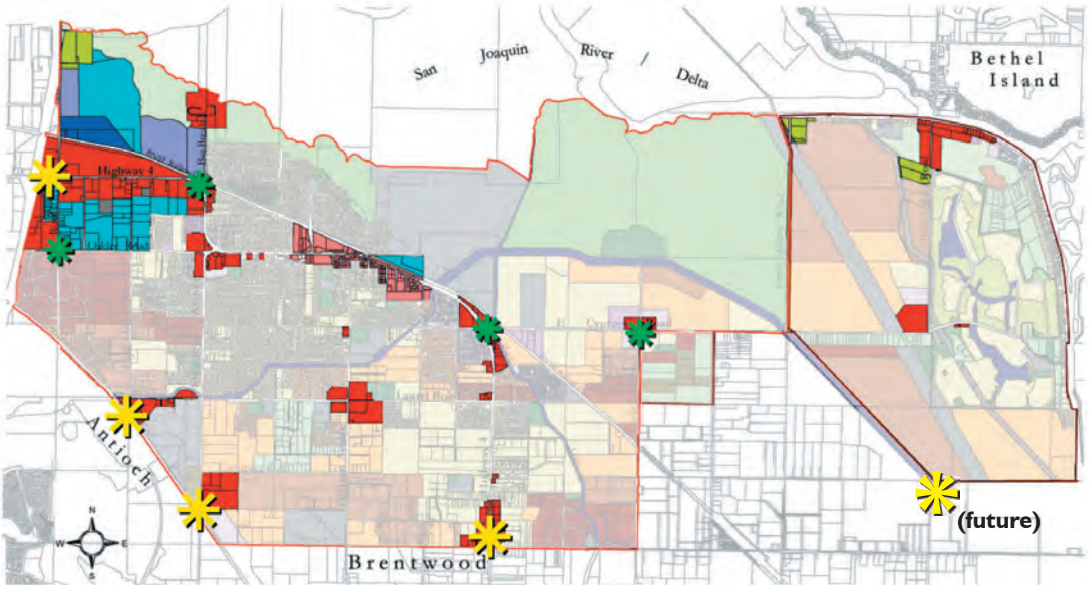
Entries may share similar elements, but the combination and scale of elements will vary depending on the importance of the entry in the overall City hierarchy. In this plan, Community Entries are the largest and most significant, and Highlighted Intersections are somewhat smaller in scale, representing transitions through different areas of Oakley. District entries, not shown on the graphic, occur at the entries to business parks, industrial sectors or at commercial intersections. Certain locations may warrant specialized treatment, such as at the entry to a marina or at a levee overcrossing.

1. Gateways-Major Community Entries

The intent is to create an awareness of entering the community by creating a portal effect. Community entries should be designed for maximum impact when viewed from a car traveling at arterial speeds, and should be integrated with the landscaping design of the adjacent commercial development.

Gateways occur at the following access points to the Oakley community (shown below):

- Main Street, Neroly Road and Bridgehead Road
- Main Street, Neroly Road and Delta Road
- Future Laurel Road and Highway 4 Bypass
- Empire Avenue and Neroly Road



Gateways and Major Community Entries

To this end:

1. Provide visually strong landmark elements flanking the road. Components of a community entry could include:

- "orchard" grid tree plantings of flowering trees,
- hedgerow-reminiscent plantings of tall, columnar trees,
- a water feature,
- public art,
- special pavement as a welcome mat,

- specimen or accent trees and flowering perennials,
- a system of diagonal or curvilinear walls, with vertical monuments in key locations,
- monoliths, signage, lighting and site furniture that are reflective of the character of the area.

2. Design each entry to be integral with its surrounding terrain.

3. Provide generous setback areas at community entries. Extend entry treatment to include adjacent medians.

4. Community entry signage should be clearly visible to motorists. Entry signage should be high enough to allow for significant planting in the foreground.

2. Highlighted Intersections

Highlighted intersections occur at important crossroads in the City, or at points of transition between different use zones within the City. They should receive enhanced treatment which may take the form of greater setbacks, enhanced planting or other visual landmarks. While these intersections typically occur on arterial roads and should be designed to be easily perceived from a traveling vehicle, the elements should also be appropriate to the pedestrian scale.



Generous setback and grove of trees at entry intersection

1. Components of a highlighted intersection could include:

- increased setbacks for planting,
- specimen or accent trees, or other vertical elements,
- architectural monumentation,
- special pavement at crosswalks,
- colorful flowering perennials,
- a system of diagonal or curvilinear walls, with vertical monuments in key locations,
- landmarks, planting, signage, lighting and site furniture that are reflective of the character of the area.

2. Maintain clear sight lines at all intersections.

3. Extend special accent treatment to include adjacent medians.

3. District Entries

Entries to commercial or industrial areas should create a special identity using flowering trees, accent plantings and building materials that reflect the unique character of the area. District entries should be smaller in size and scale than the community entries or highlighted intersections, and typically occur on collector streets. Scale each district entry to the size of the overall area it represents.

1. Provide a minimum of one entry feature for each commercial or industrial zone. Extend entry treatment to nearby medians.

2. Develop transit nodes at district entries.

3. Components of a district entry may include:

- a widened sidewalk at the intersection,

- special pavement,

- flowering perennials,

- a system of walls and/or entry monuments.

4. Trees and shrubs shall be located so as not to interfere with clear sight lines, for vehicle safety.

5. Any entry graphics should be simple and clearly legible to motorists.

B. Roads & Streets

General

1. Streetscape design supports the hierarchy of streets and establishes a sense of orientation and organization within the City of Oakley. Landscape treatment of each street should be different and generally commensurate in scale with importance, with larger trees along arterials and smaller trees on collectors and local streets. Landscape setbacks should be wider on arterials than on collectors. Lighting should be most intense on arterials, and least intense on local streets.

2. Commercial streetscape design should invite pedestrian and vehicular access and provide high visibility for businesses. Industrial streetscape design should clarifiy access, minimize circulation conflicts and soften the prescence of large buildings.

3. Street side planting should be coordinated with on-site project planting to create a unified appearance. All landscaping should employ a mix of evergreen and deciduous trees, shrubs, groundcovers and turf where appropriate. The plant palette should be limited, grouping similar species rather than planting a few of different species together. Encourage use of water conserving plants, such as natives and drought tolerant trees and shrubs.

4. Distinct tree species shall be planted at intersections to highlight these areas. Adequate sight lines shall be maintained at all intersections.

5. Street and median trees should be of a minimum 24" box container size on arterials, and a minimum 15 gallon container size on collector and local streets. Trees should be properly staked at the time of planting. Shrubs not used as groundcover should be a minimum of 5 gallon container size. Perennials used should be a minimum of 1 gallon container size. Trees planted within 5' of paving must have root barriers.

6. Automatic irrigation is required for all landscape areas. Plants should be regularly watered and maintained. Use of water conserving systems such as drip irrigation for shrub and tree planting is encouraged. Irrigation shall conform with the water efficient landscape ordinance.

7. Landscape berms should be of a maximum 3:1 slope.

8. Utilities should be undergrounded.



Streetscape blends with on-site planting



Lively commercial frontage invites access



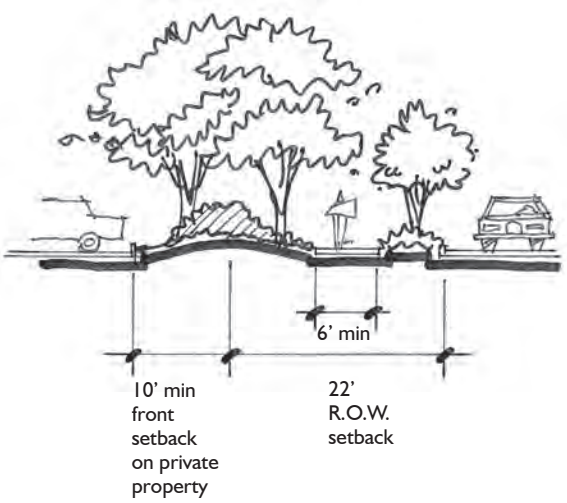
Business Parks will have park-like landscaping in the rights-of-way

2. *Arterial Streets*

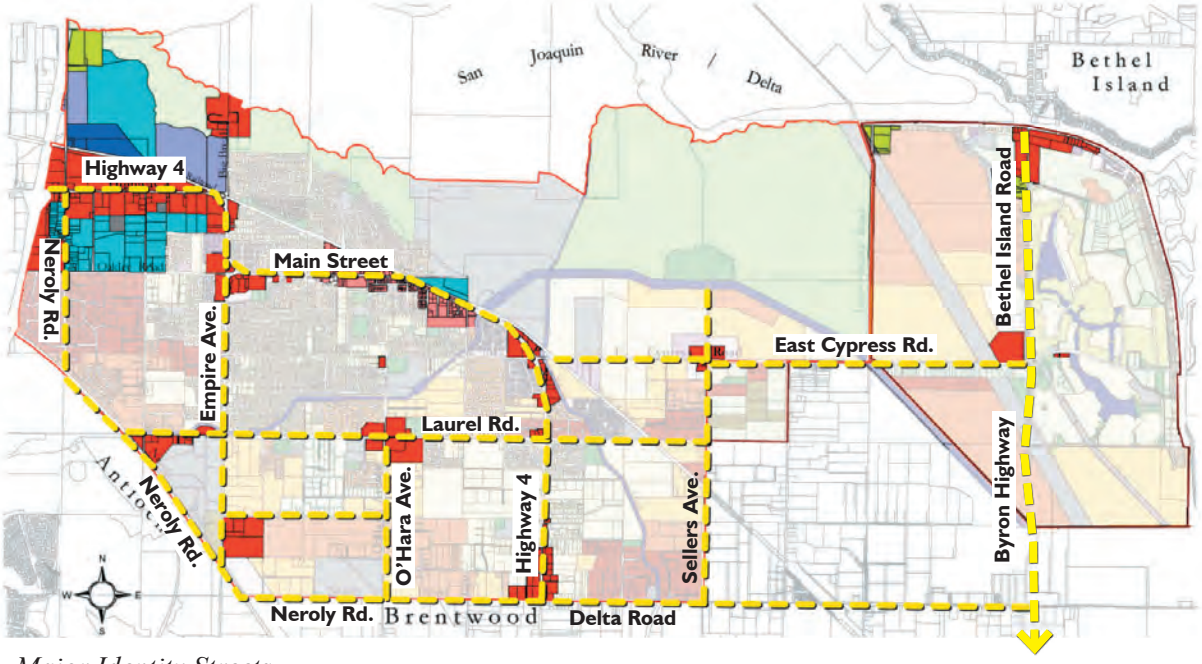
The major and minor arterials link residential neighborhoods to business parks, commercial centers, the Historic Downtown and the future Highway 4. The landscaping on these streets should be appropriate for vehicles traveling at relatively high speeds, and should also provide interest and pedestrian amenities along the pedestrian pathways.

1. Landscape setbacks on arterial streets should be a minimum of 22 feet from back of curb, to allow for a 6-8' parkway planting strip, a 6' sidewalk, and 6-8' of planting between sidewalk and property line. Where a wider multi-use trail is proposed, the setback should be increased to maintain significant planting areas. This area may be reduced where there are pedestrian plazas or storefronts.

2. Major Oakley streets that are considered to be "identity streets" include: Highway 4/Main Street, Oakley Road, Laurel Road, Neroly Road, Delta Road, East Cypress Road, Empire Avenue, Carpenter Road, Bethel Island Road/Byron Highway, O'Hara Avenue and Sellers Avenue. Recommended plant palettes for these streets are listed in the Appendix.



Arterial section



Major Identity Streets

3. Planting should be coordinated on both sides of the street.

4. Use a layered planting effect within the landscape setback to create a lush, high quality image.

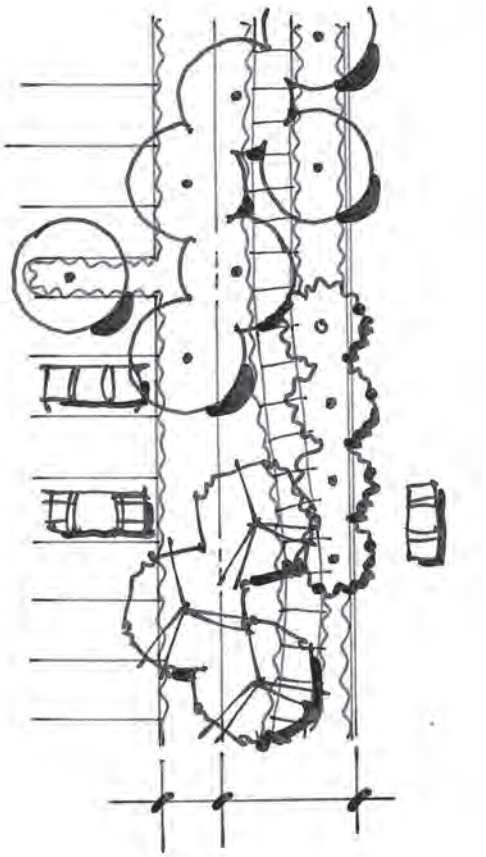
5. Trees should be closely spaced to provide shade for pedestrians. Provide tree plantings at a minimum density of one tree per four hundred (400) square feet of landscape setback.

6. Parking areas should be screened from frontage streets with landscaping, berms or low walls.

7. Accent areas with seasonal color are encouraged, especially at intersections or entries.



Arterial setback with meandering sidewalk



Arterial plan

3. Collectors and Local Streets

Collectors and local streets provide internal district circulation. Their layout and landscape treatment can creatively contribute to the character for each district. The streetscape treatment will reflect a more individual scale.

1. Landscape design of collector and local streets should use a palette of trees to establish coherent patterns which unify the streetscape.

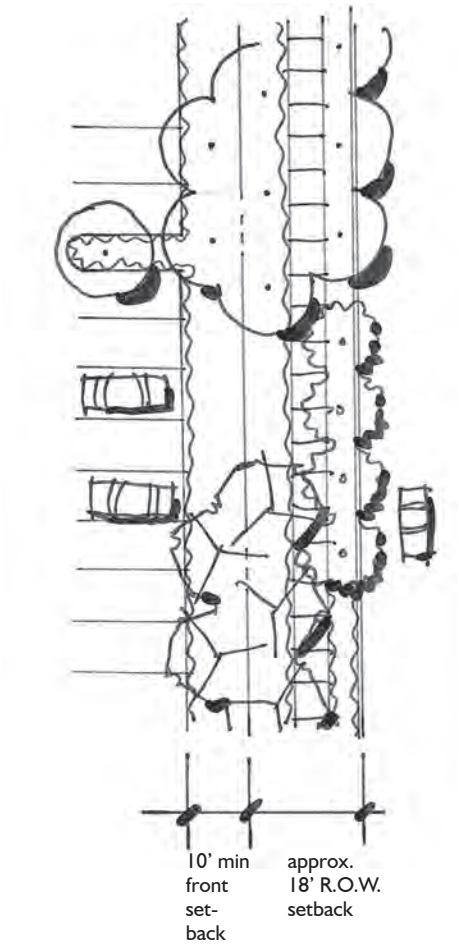
2. The streetscape should contribute to a pedestrian-friendly environment by providing shade, benches and attractive planting.

3. Landscape setbacks on collector streets should be wide enough to allow for a minimum of 6' planted parkway area, a 5' sidewalk, and a minimum of 6' of planting area between the sidewalk and property line. For landscape setbacks less than 20 feet wide, locate the sidewalk 6 feet behind and parallel to the curb. Where the street setback is wider than 20 feet, meander the sidewalk in a continuous, flowing manner.

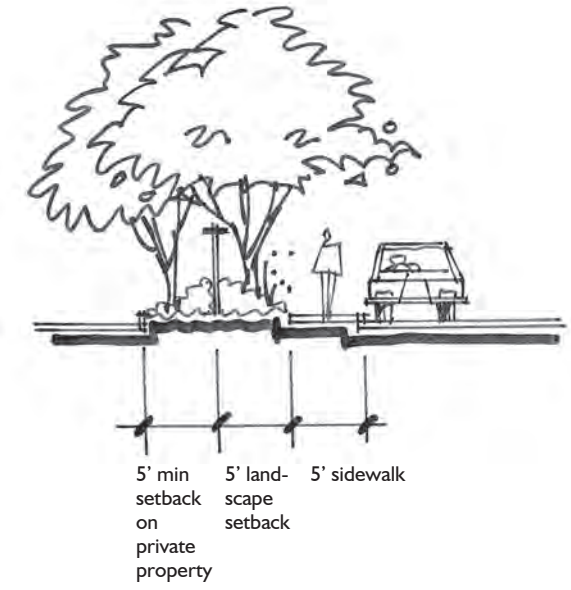
· Local streets should have a friendly, pedestrian scale.

· Street tree placement emphasizes shade and enclosure.

· On local streets, sidewalks should typically be 5' wide, and constructed monolithically with the curb.



Collector plan



Local street section at side or rear yard

C. Street Furniture and Lighting

1. Benches, bollards, trash receptacles and other furnishings should be provided at appropriate locations in the streetscape network.

2. All furnishings should be resistant to weather and vandalism, and shall be approved by the City's Maintenance Department.

3. Oakley standard street lights shall be used. Along the arterial streets, where possible, dual head street lights will be located in the median. However, at entries and intersections, a more thematic 'family of lights' is recommended. This palette includes a hierarchy of lights ranging from tall poles with double fixtures, to shorter poles with single light fixture. Where appropriate, banner attachments should be included as an option.

4. Illumination levels for expressways, arterials, collector and residential streets should reflect the different right-of-way widths and functions. Electroliers should be scaled in size to match the size of areas to be lit and should relate to human scale, especially in pedestrian areas. Street lights should provide a safe and desirable level of illumination for both motorists and pedestrians without intruding into residential areas.

5. For placement of newsracks, refer to Oakley Muncipal Code: Title 6, Chapter 2, Article 5.

APPENDIX

TREE PALETTES for IDENTITY STREETS

The following list indicates the trees to be used on the major "Identity Streets" of Oakley. The intent is to use a consistent tree palette on each of these streets in order to create a recognizable identity for the street and to reinforce the hierarchy and continuity of the street pattern. Although the number of trees listed for each street is limited, variations may occur in the planting pattern, depending on the context through which the street is passing. Additional species may be planted on the "Identity Streets" to highlight special nodes such as neighborhood entries, parks, creek, canal or trail crossings. Further, preservation of existing trees of significance, such as heritage trees or established groupings, is strongly encouraged. Final tree selection will depend on specific site conditions.

Highway 4 / Main Street

Neroly to Vintage Parkway	Primary Tree:	Platanus acerifolia	Sycamore
	Alternate Tree:	Quercus agrifolia	Coast Live Oak
	Accent Tree:	Prunus species	Flowering Cherry
Vintage Parkway to Rose	See Downtown Redevelopment Plan		
Rose to Neroly/Delta	Primary Tree:	Platanus acerifolia	Sycamore
	Alternate Tree:	Celtis sinensis	Chinese Hackberry
	Accent Tree:	Pyrus kawakami	Evergreen Pear

Oakley Road

	Primary Tree:	Pistacia chinensis	Chinese Pistache
	Alternate Tree:	Quercus agrifolia	Coast Live Oak
	Accent Tree:	Prunus species	Flowering Cherry

Laurel Road

Neroly to Empire	Primary Tree:	Robinia 'Purple Robe'	Purple Robe Locust
	Alternate Tree:	Sequoia sempervirens	Coast Redwood
	Accent Tree:	Geijera parvifolia	Australian Willow

Empire to Main	Primary Tree:	Pistacia chinensis	Chinese Pistache
	Alternate Tree:	Quercus agrifolia	Coast Live Oak
	Accent Tree:	Lagerstroemia indica	Crape Myrtle
East of Main	Primary Tree:	Platanus acerifolia	Sycamore
	Alternate Tree:	Pinus muricata	Bishop Pine
	Accent Tree:	Crataegus phaenopyrum	Washington Thorn

Neroly Road / Delta Road

Main to Oakley Rd.	Primary Tree:	Fraxinus udheii	Evergreen Ash
	Alternate Tree:	Pinus halepensis	Aleppo Pine
	Accent Tree:	Lagerstroemia indica	Crape Myrtle
Laurel to Empire	Primary Tree:	Sequoia sempervirons	Coast Redwood
	Alternate Tree:	Robinia ambigua idahoensis	Idaho Locust
	Accent Tree:	Cercis canadensis	Canadian Redbud
Empire to Main	Primary Tree:	Pyrus calleryana 'Aristocrat'	Aristocrat Flowering Pear
	Alternate Tree:	Quercus schumardii	Schumard Oak
	Accent Tree:	Chitalpa tashkentensis	Pink Dawn
East of Main	Primary Tree:	Robinia 'Purple Robe'	Purple Robe Locust
	Alternate Tree:	Koelreuteria paniculata	Goldenrain Tree
	Accent Tree:	Geijera parvifolia	Australian Willow

East Cypress Road

Main Street to Knightsen	Primary Tree:	Ulmus 'Frontier'	Frontier Elm
	Alternate Tree:	Celtis sinensis	Chinese Hackberry
	Accent Tree:	Crataegus phaenopyrum	Washington Thorn

Knightsen to Bethel Island	Primary Tree:	Quercus ilex	Holly Oak
	Alternate Tree:	Fraxinus oxycarpa	Raywood Ash'Raywood'
	Accent Tree:	Melaleuca linarifolia	Flaxleaf Paperbark
Empire Avenue	Primary Tree:	Fraxinus holotricha	Moraine Ash 'Moraine'
	Alternate Trees:	Pyrus calleryana	Bradford Pear
		Pistacia chinensis	Chinese Pistache
	Accent Tree:	Crataegus phaenopyrum	Washington Thorn
Carpenter Road	Primary Tree:	Cinnamomun camphora	Camphor
	Alternate Tree:	Aesculus carnea	Red Horsechestnut
	Accent Tree:	Malus species	Crabapple
O'Hara Avenue	Primary Tree:	Platanus acerifolia	Sycamore 'Yarwood'
	Alternate Tree:	Cinnamomun camphora	Camphor
	Accent Tree:	Crataegus phaenopyrum	Washington Thorn
Sellers Avenue	Primary Tree:	Quercus virginiana	Southern Live Oak
	Alternate Tree:	Pistacia chinensis	Chinese Pistache
	Accent Tree:	Lagerstroemia indica	Crape Myrtle
Bethel Island Road / Byron Highway			
	Primary Tree:	Pyrus calleryana 'Aristocrat'	Aristocrat Flowering Pear
	Alternate Tree:	Myoporum Laetum	Myoporum
	Accent Tree:	Cercis canadensis	Canadian Redbud

STREET TREE LIST

The following trees are suitable for use as street trees in Oakley. Trees marked with an asterisk (*) have low to very low water requirements, and their use is encouraged.

CANOPY TREES

Botanical Name	Common Name	Remarks
Acer rubrum 'Red Sunset'	Red Maple	Prefers acidic soils, moist conditions, leaf scorch may occur in warm climates.
Aesculus carnea	Red Horsechestnut	Very slow growing.
Celtis australis *	European Hackberry	
Celtis sinensis *	Chinese Hackberry	
Cinnamomun camphora	Camphor Tree	Use root barriers if near paving.
Fraxinus America 'Autumn Purple'	Autumn Purple White Ash	Sensitive to drought, prefers moist, well drained soils.
Fraxinus holotricha 'Moraine'	Moraine Ash	Use root barriers if near paving.
Fraxinus oxycarpa 'Raywood'	Raywood Ash	
Fraxinus uhdei	Evergreen Ash	Use root barriers if near paving.
Koelreuteria bipinnata	Chinese Flame Tree	
Koelreuteria paniculata	Goldenrain Tree	
Magnolia grandiflora	Southern Magnolia	Suitable for planting under power lines. Slow growing. Does not do well in windy areas.
Maytenus boaria 'Green Showers'	Green Showers Mayten	Slow growing.
Melaleuca linarifolia *	Flaxleaf Paperbark	
Pistacia chinensis *	Chinese Pistache	Good fall color.
Platanus acerifolia *	Sycamore Cultivars 'Yarwood', 'Bloodgood' and 'Columbia'.	Bloodgood: suited to city conditions where there is ample space, tolerates compacted soils, drought, and seacoast environments, may cause litter problem, use root barriers if near paving.

Prunus sargentii	Sargent Cherry	Columnar variety good for narrow spaces.
Pyrus calleryana	Flowering Pear	Suitable for planting under power lines, some cultivars are susceptible to fireblight, adaptable to many soils, tolerant of pollution and drought. Can be damaged in wind.
Quercus ilex *	Holly Oak	Do not plant in lawn areas. Evergreen.
Quercus lobata *	Valley Oak	Do not plant in lawn areas.
Quercus palustris	Pin Oak	Plant away from walkways; prune limbs up.
Quercus schumardii	Schumard Oak	Tolerates urban conditions incl. heavy traffic, pollution, salt, compacted soil, and drought; resistant to iron deficiency in alkaline soils. Acorn litter can be problem. Do not plant in lawn areas.
Quercus suber *	Cork Oak	Do not plant in lawn areas. Evergreen
Quercus virginiana	Southern Live Oak	Evergreen.
Quercus wislezenii *	Interior Live Oak	Do not plant in lawn areas.
Robinia ambigua idahoensis *	Idaho Locust	Use root barriers if near paving.
Robinia 'Purple Robe' *	Purple Robe Locust	Use root barriers if near paving.
Sapium sebiferum	Chinese Tallow Tree	Slow to moderate growth.
Schinus molle *	California Pepper	Avoid planting near paving where tree litter could be a problem. Use root barriers if near paving.
Sophora japonica *	Chinese Scholar Tree	Flowers late summer, tolerates urban stresses, flowers may cause litter problem and stain sidewalks. Needs drained soil and full sun.
Tristania conferta	Brisbane Box	
Ulmus parvifolia	Chinese Elm	As street tree, requires careful pruning.
Ulmus 'Frontier'	Frontier Elm	Grows vigorously, relatively resistant to disease, tolerates urban stresses and wide range of soils.
Ulmus 'Pioneer'	Pioneer Elm	Adaptable to wide range of urban environments, high resistance to disease.

TALL ACCENT TREES

Botanical Name	Common Name	Remarks
Betula jacquemontii	Jacquemontii Birch	Rapid growing. Avoid planting in windy areas.
Phoenix dactylifera *	Date Palm	
Washingtonia species	Palm	
Cedrus deodara	Deodar Cedar	Rapid growing. Low branching – use as back-drop tree, not near pavement.
Eucalyptus camaldulensis	Red Gum	Use root barriers if near paving.
Eucalyptus nichollii	Peppermint Willow	

SCREEN TREES

Botanical Name	Common Name	Remarks
Grevillea robusta *	Silk Oak	Fast growing
Laurus nobilis *	Grecian Laurel	
Myoporum laetum *	Myoporum	
Pinus canariensis *	Canary Island Pine	Not as residential street tree
Pinus eldarica *	Afghan Pine	Not as residential street tree
Pinus halepensis *	Aleppo Pine	Not as residential street tree
Pinus muricata	Bishop Pine	Not as residential street tree
Prunus caroliniana *	Carolina Laurel Cherry	Not recommended where litter is a concern.
Sequoia sempervirens	Coast Redwood ('Aptos Blue,' Soquel')	Rapid growing, needs summer watering for at least first 5 years.

OAKLEY
CALIFORNIA







DOWNTOWN SPECIFIC PLAN

Adopted March 2010, Revised September 2017

Prepared by the City of Oakley
with assistance from
Bottomley Design & Planning

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PLAN BACKGROUND & OVERVIEW

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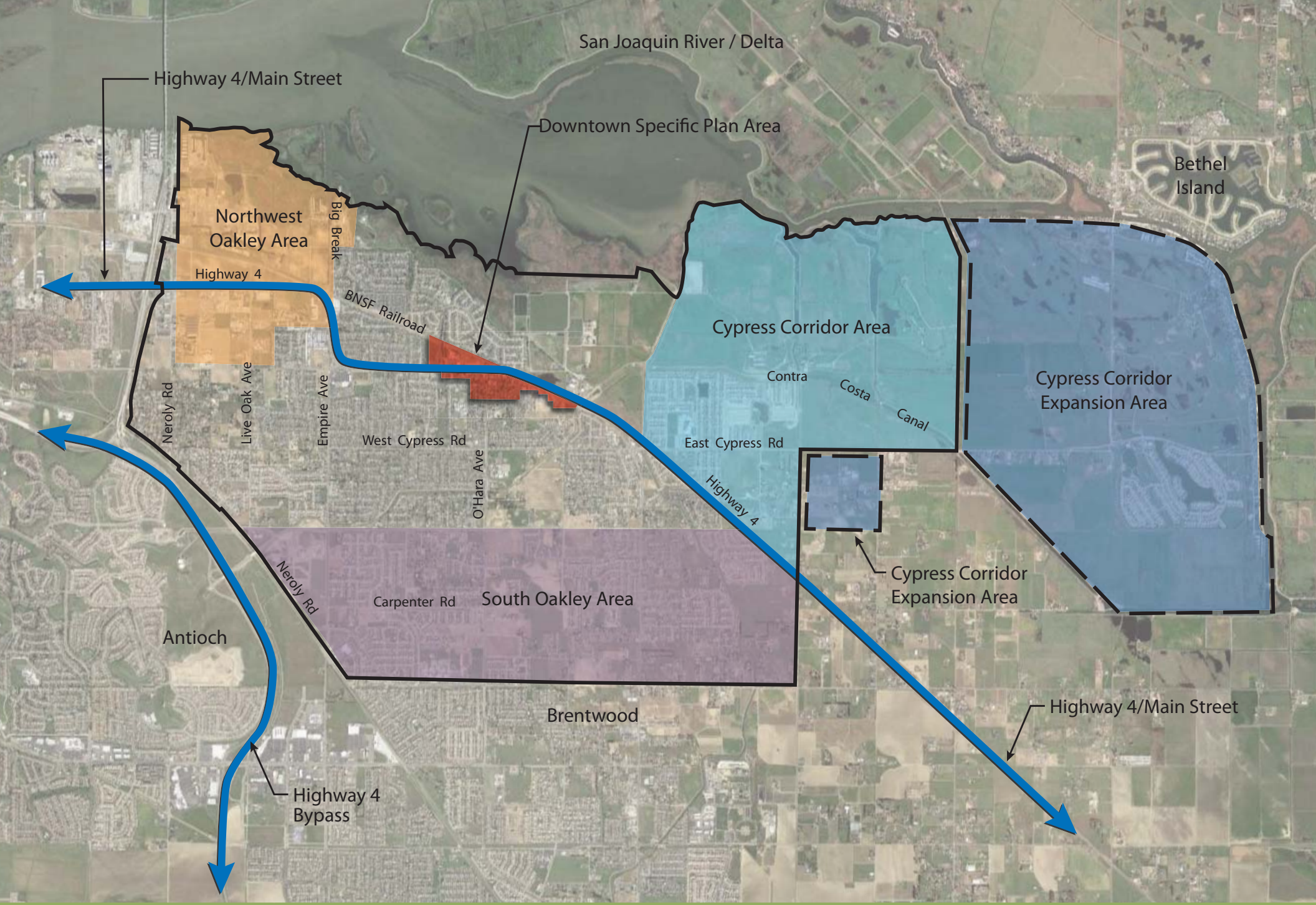


Context Map

Figure 1.1

Context

Oakley was founded as an agricultural community and it remains crisscrossed by vineyards, rolling orchards, and country lanes. The San Joaquin Delta borders the community on the north, and small local marinas offer boating access to the Sacramento River and San Francisco Bay. Mount Diablo provides a dramatic backdrop on the west. These rural and natural features are key aspects of Oakley's community character and identity.

Over the last 20 years, however, Oakley has experienced dramatic growth, as housing prices in the inner Bay Area push those in search of affordable housing further from the region's population and employment centers. Oakley is located along State Highway 4, one of Contra Costa County's major east-west circulation routes and an urban growth corridor that includes the cities of Pittsburg, Antioch and Brentwood (refer to the Context Map for further detail). This corridor is one of the fastest growing areas in the Bay Area and in the State of California. Between 1990 and 2000, Oakley's population increased by approximately 40%, from 18,000 to 25,000. In response to the increasing population and the desire for local control of growth and development decisions, Oakley incorporated as a City in 1999. The Oakley 2020 General Plan (2002) estimates community buildout, including potential expansion areas, between 50,000 and 70,000.

Downtown Oakley straddles an older at-grade portion of Highway 4, which was relinquished to the City and is known locally as Main Street, and abuts the still-active Burlington Northern Santa Fe (BNSF) rail line. Historically, the highway and the railroad served local agriculture, and over the years both have had a strong impact on Downtown's businesses and patterns of development. In its heyday in the early 1900's, Downtown was a small yet bustling commercial center, with storefront shops, a local cinema, and a central role in the life of the surrounding community. However, Downtown's role diminished as farms were replaced by residential subdivisions and outlying suburban shopping centers. Commercial centers in competing locations have taken market share, and heavy truck-and through-traffic levels have made the district inhospitable to the pedestrian-oriented storefront businesses that characterize a thriving downtown commercial area.



Buildings and street frontages in Oakley do not create an attractive downtown today.



Narrow walks and heavy truck traffic deter pedestrian activity on Main Street in Oakley.

Regional growth projections for Oakley and adjacent communities indicated that Highway 4 would not adequately serve development anticipated in coming decades. As a result, a Highway 4 Bypass planned by Caltrans and local communities was constructed in 2008. The Bypass is a 4-lane limited access highway aligned along Oakley's westerly border with Antioch and Brentwood. It shifts highway access closer to growth areas in these three cities. However, significant new development is anticipated east of Downtown Oakley as well over the next 20 years, at Bethel Island and along the Cypress Road corridor, with accompanying auto and construction-related truck traffic on Main Street. In fact, even with the Highway 4 Bypass in place, Main Street through-traffic is projected to increase to levels requiring widening from two to four lanes through Downtown.

In response to the need for downtown reinvestment and the challenges posed by through-traffic, the community began downtown revitalization planning in the early 90's while an unincorporated part of Contra Costa County. The County adopted the Old Town Oakley Specific Plan in 1996. Following incorporation, the community revisited major recommendations from this earlier effort as part of the Oakley Downtown Design & Development Plan process.

The Vision for Downtown

As Oakley has grown away from Downtown, the community's desire for it to be the City's social and symbolic heart has increased. To become this kind of district once again, Downtown needs to benefit from Oakley's growth and development rather than suffer from it, as it has in the past. Through-traffic, construction-related trucks, and competition from local shopping centers and mini-malls have all taken a toll on the viability of Downtown businesses. A concerted revitalization effort is needed to effectively tap the City's growth, particularly Downtown's central location relative to future development areas and recreational destinations. Unwavering local desire for a vibrant downtown is an important indicator of the district's potential.

Oakley residents envision a downtown that has many of old Oakley's characteristics, but also provides a more innovative image for their community: Specialty shops, restaurants, cafes, civic facilities, and infill housing that make Downtown a lively place that is a destination throughout the day and into the evening. Safe street crossings, street



Wide sidewalks and slow traffic in downtown Santa Cruz encourage pedestrian activity.



Recent development in Walnut Creek is shaped to create a pedestrian oriented commercial district.



View West along Main Street

Figure 1.2

trees, pedestrian-oriented street lights, and furnishings will encourage residents to make Downtown an important part of daily life. Thriving storefront businesses, a bustling sidewalk environment, and attractive new and renovated buildings will be signs of community prosperity and pride. These concepts are depicted by the Main Street Illustration (Figure 1.2).

As illustrated by the Downtown Development Concept Plan, redevelopment of existing properties and new development on vacant sites would create the critical mass of destinations needed to draw residents and visitors to the district. Continuous storefronts along Main Street could create a core of up to 150,000 square feet of first floor commercial space. Infill housing on upper floors, adjacent frontages, and the Vintage Parkway Site could provide up to 500 dwelling units. Attractive streets, public spaces, and civic facilities would encourage residents and visitors to leave their cars behind and walk to destinations throughout the district.

Downtown Conditions

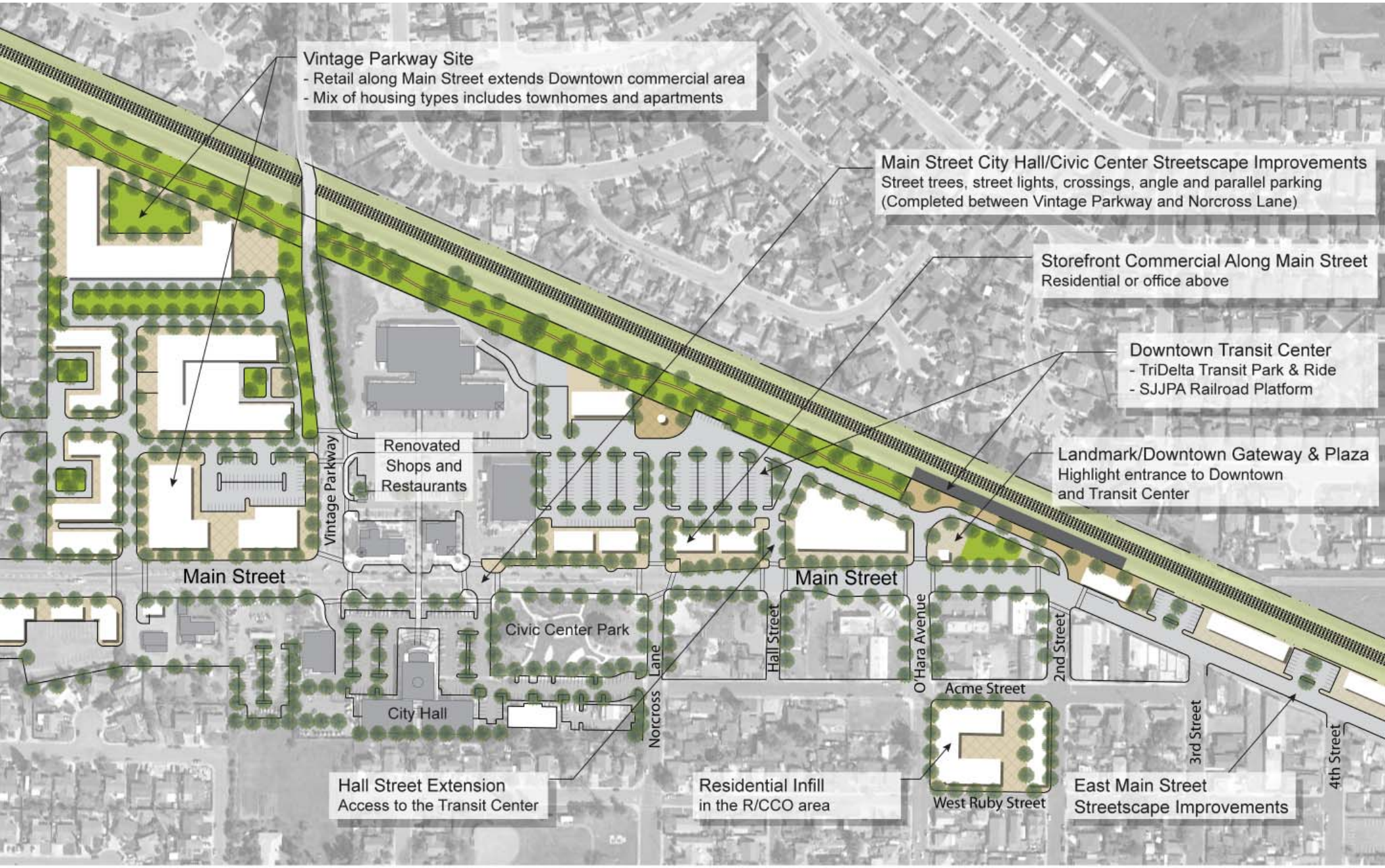
The Downtown Specific Plan area encompasses approximately 80 acres, formerly within the boundaries of the Oakley Redevelopment Area Planned Unit District (RDA PUD). The northern boundary is the BNSF railroad right-of-way, extending from just east of Miguel Drive/ Gardenia Avenue on the west to the Contra Costa Canal on the east. The southern boundary tracks Main Street-fronting properties in a saw tooth fashion, with a segment extending along Ruby Street between Norcross Lane on the west and Fourth Street on the east. These boundaries are depicted by the Downtown Conditions Map.

Downtown has the land and the location to support a substantial increase in development. However, it needs basic improvements to create the kind of environment that attracts new private sector investment. For example, curbs and sidewalks need to be installed along the northerly frontage of Main Street. Existing buildings and properties need maintenance or major renovation to reflect the increase in property values that has occurred throughout the City of Oakley as a whole. Vacant sites should be developed to consolidate Downtown as a viable commercial area.

The Downtown Specific Plan focuses on the properties along the Main Street frontage, which is approximately 4,800 feet in length. As indicated by the Downtown Conditions map on the following page, there are two basic subareas: the “Downtown Core,” located between Vintage Parkway and Fourth Street; and “East Main Street,” extending from Fourth to the Contra Costa Canal. Development in both areas range from traditional, older storefront commercial buildings to small-scale highway commercial developments; light industrial- and auto service-related structures are concentrated along East Main Street. Vestiges of the old Downtown district remain from Oakley’s heyday, most notably the Oakley Hotel and storefront commercial buildings along the southerly frontage of Main east of Third Street. In general, however, highway-oriented commercial development has replaced storefront buildings. There is little continuity in the current development pattern, with buildings and parking lots alternating from property to property along the frontage. There are a number of highly-visible vacant properties within the Downtown Specific Plan area as well, totaling approximately 30 acres, or almost 40% of the area. These vacant properties negatively reflect on the area, but provide “opportunity sites” for new development; these are described in more detail in Chapter 2.

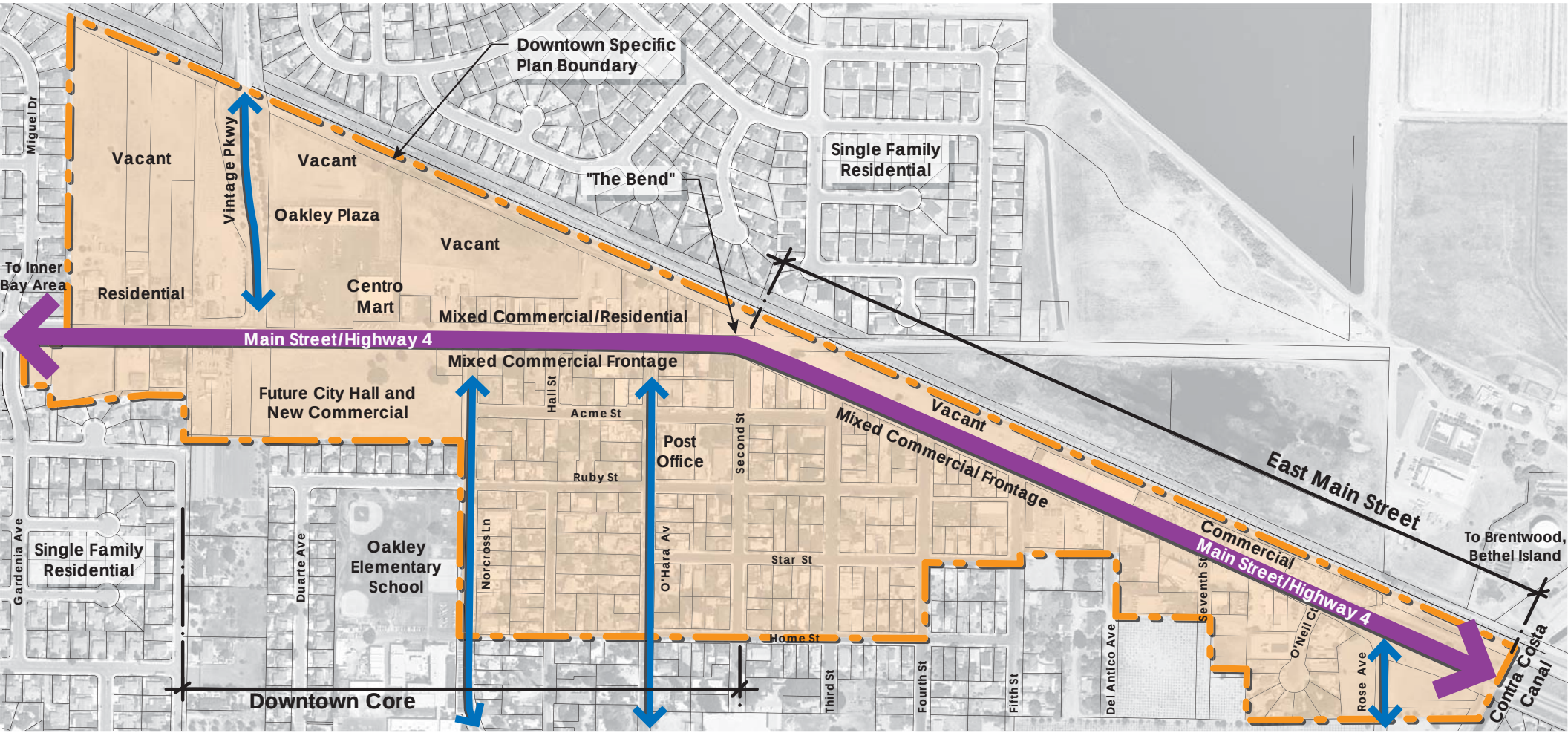
Vacant properties, buildings in poor condition, and long segments of window frontage without curbing, sidewalks or streetscape amenities of any kind present an image of disinvestment. There are a variety of reasons for these conditions, including a general lack of attention to the area by Contra Costa County in the decades prior to the City’s incorporation. However, the single most important factor cited is uncertainty over the ultimate configuration of a widened Highway 4. Property owners, business owners, and potential property buyers have been reluctant to invest without knowing which properties will be affected and to what extent.

In addition to Main Street, there are several other notable streets within the Downtown Specific Plan area. Acme and Ruby Streets run parallel to Main Street. Acme contains a mix of commercial and residential properties; on Main Street, a number of properties with frontage buildings have access and parking on Acme. Ruby is the boundary between Downtown and neighborhood areas to the south. It has a mix of owner-occupied and rental residential properties that is transitional in character.



Downtown Development Concept Plan

Figure 1.3



Downtown Conditions

Figure 1.4

The north-south cross streets between Norcross and Second provide secondary access to Main Street buildings, and primary access to the district from growing residential areas to the south. O'Hara is a major north-south connector street to the Downtown Core. Rose Avenue is a major connector to the East Main Street area.

Policy Background

Until 2002, Oakley relied on the land use and circulation policies of Contra Costa County, principally the Contra Costa County General Plan (1991), the County-prepared The Oakley Redevelopment Area Planned Unit District (RDA PUD; 1999), and The Oakley Old Town Specific Plan (1996).

The Downtown Specific Plan builds on both the RDA PUD and the Oakley Old Town Specific Plan, incorporating a number of their recommendations for development, capital improvements, and most importantly the conceptual approach for widening Highway 4.

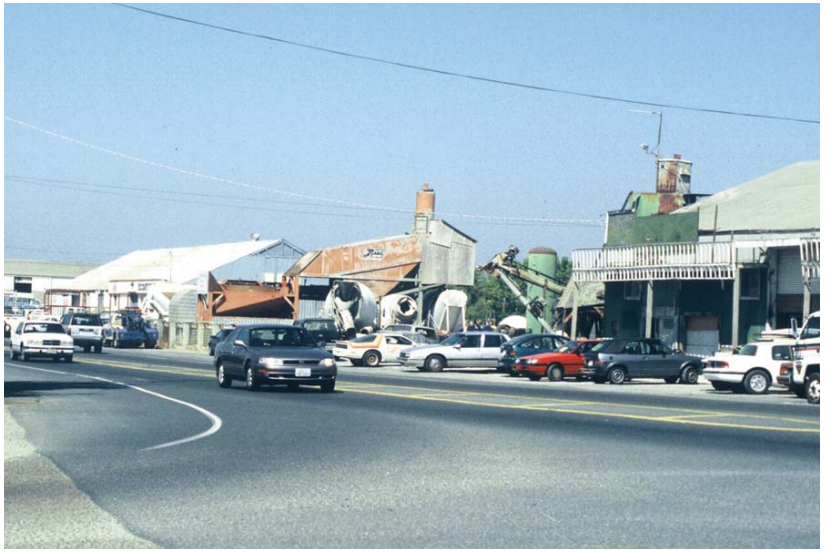
Oakley 2020 General Plan

In 2002 the Oakley 2020 General Plan was adopted. It contains a number of policies focused directly on downtown improvement and revitalization. In fact, the first land use issue noted by the General Plan is: "A 'downtown theme' or Community Focal Point is needed to help develop a sense of place for the City." As the General Plan notes, "The Downtown is in need of rehabilitation before it can be the true heart of the community and this effort is already underway."

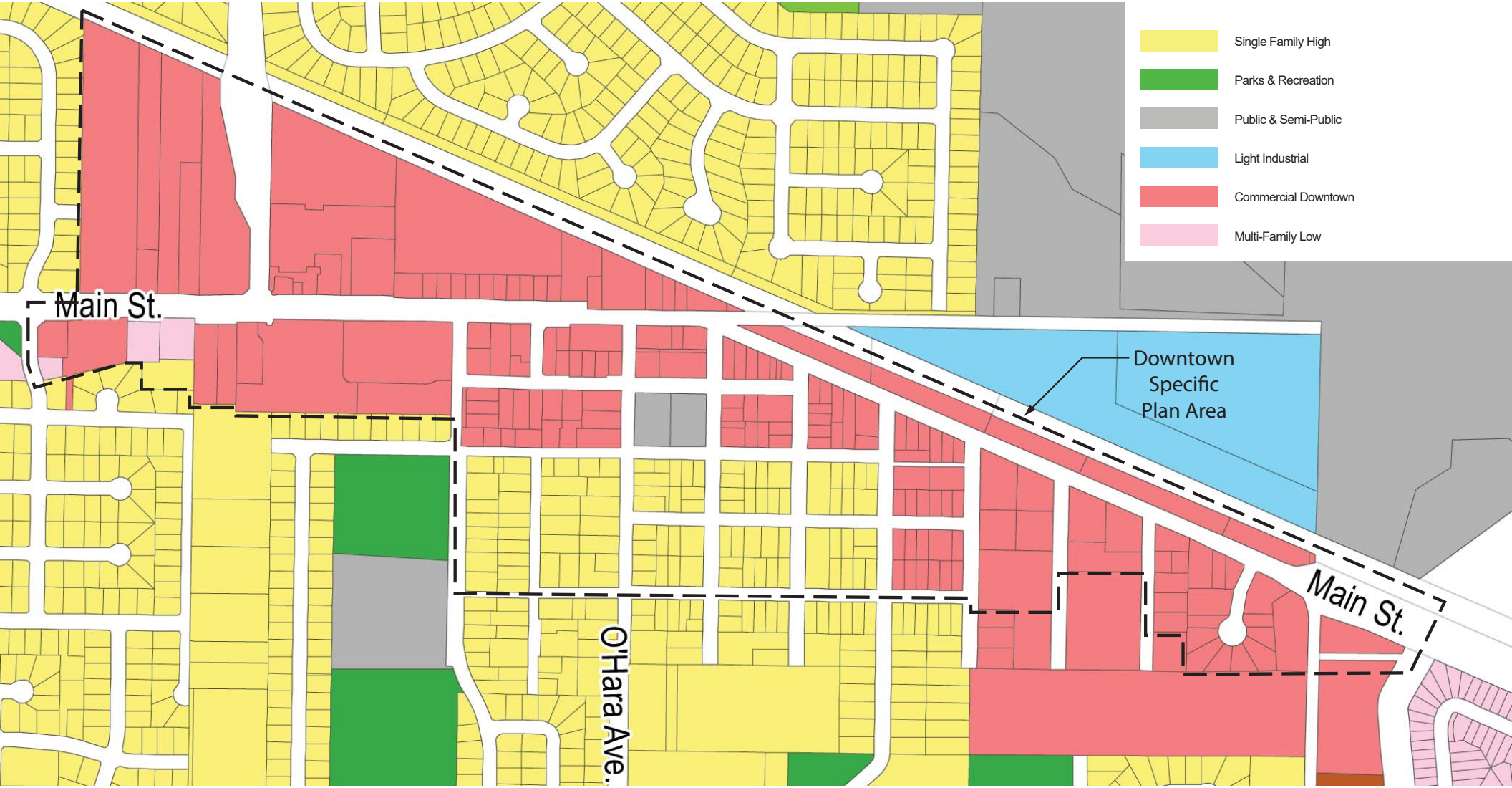
Downtown-related General Plan Land Use Element policies include:

- **Policy 2.8.1**: The City should place substantial emphasis on the improvement of the downtown area.
- **Policy 2.8.2**: The downtown area should be developed at a pedestrian scale, with adequate sidewalks, street crossings, and pedestrian resources.
- **Policy 2.8.3**: Street trees should be incorporated in the downtown area to shade the sidewalks and to provide a physical separation between the street and the pedestrian sidewalks.





Frontage conditions on the north side of Main Street in the Downtown Core (above) are similar to those in the East Main Street area (below). Curbs, gutters, sidewalks, lighting, and pedestrian amenities are needed in both areas.



Current General Plan Map

Figure 1.5

- **Policy 2.8.4**: In the downtown area, off-street parking should be discrete and in the rear setback where possible.

- **Implementation Program 2.8.C**: The City will develop a series of design guidelines, ordinances or regulations to describe architectural expectations, permissible signage, and appropriate land uses in the downtown area.

The Land Use Element also includes policies for a (CD) Commercial Downtown land use designation that encourages mixed use development. Initial development standards are a maximum site coverage of 70%; maximum building height of 50 feet; and a maximum floor area ratio (FAR) of 1.0

Specific downtown-related Economic Development Element policies include:

- **Implementation Program 5.1.L**: Downtown and Main Street Realignment Properties: The City of Oakley Downtown Specific Plan will guide development activities within the Oakley downtown. Properties in the downtown area along Highway 4/ Main Street are envisioned for on-going economic development purposes, including specialty retail and commercial uses. Underutilized properties are recognized as providing substantial opportunity for redevelopment and intensification of commercial operations where appropriate site development standards are met, and when the new or expanded uses can be shown to be compatible with adjoining residential uses.

Streetscape improvements can be used to help achieve a unique and desired character for downtown development. Development efforts in the downtown should individually and collectively reinforce the image of the downtown as a destination location for residents and visitors to the City.

Land use areas designated by the General Plan and illustrated on the Current General Plan Map include “Commercial Downtown” (CD) for the majority of the Downtown Core, “Light Industry” (LI) for the northerly frontage of East Main Street, and “Multiple Family Residential, Low Density” (ML) and “Single Family Residential-High Density” (SH) for adjacent areas to the south.

The Downtown Planning Process

The Downtown Specific Plan (and the preceding Downtown Revitalization Strategy) both were developed under the direction of the Downtown Task Force (DTF), comprised of local community members and City officials. Four DTF-hosted public workshop meetings were held in 2000 and 2001 to review downtown revitalization issues and initial recommendations. These were followed in 2002 and 2003 with review meetings and public hearings related to revitalization-related projects. A summary of the process is provided below:

- **Workshop #1** - January 18, 2000 - An initial background review addressed existing Strategy Area conditions, general Strategy goals, and the basic policies of the Old Town Oakley Specific Plan and its three Highway 4 widening/realignment alternatives. Group discussion revealed strong support for improving the appearance of the area, creating a “walking downtown,” encouraging new commercial development.

- **Workshop #2** - April 12, 2000 - Two revitalization strategy sketch plans, illustrating different Main Street development approaches for the Bypass and the Widen-in-Place Highway 4 alignment options, were presented and evaluated by participants. The bypass/realignment and strategy option was generally preferred, with concerns regarding the cost relative to the widen-in-place option.

- **Workshop #3** - July 26, 2000 - After initial review and background discussion, the Task Force agreed to recommend to the City Council that the Redevelopment Agency establish a facade improvement program, acquire a vacant 6.5 acre site, and fund additional engineering study of the alignment options.

- **Downtown Revitalization Tour** - November 18, 2000 - Task Force and City officials toured revitalizing downtowns in other cities. Participants observed conditions and discussed design and development efforts as they relate to downtown Oakley. Cities visited included Suisun, Pleasant Hill, and Pleasanton.

- **Workshop #4** - March 15, 2001 - Engineering and right-of-way studies and cost estimates for alignment alternatives were presented for review. A one-way couplet plan, with Acme one way



The Downtown Task Force during its tour of downtown commercial districts.

eastbound and Main one way westbound was also included for evaluation. Development economics issues for the alternatives were also reviewed and discussed. The Task Force and a strong majority of participants recommended that the City Council endorse the bypass/realignment and related revitalization strategy.

- **City Council Hearing/Review** - April 9, 2001 - Council reviewed the Highway 4 alignment alternatives and endorsed implementation of the bypass/realignment concept and revitalization strategy elements.
- **Task Force Review/Workshop** - August 23, 2001 - The Task Force reviewed the development concept and developer Request for Qualifications (RFQ) for the Civic Center site. Council subsequently authorized the RFQ and selected the site developer.
- **Council Hearing/Review** - March 24, 2003 - The Council reviewed initial options for street width and parking configuration on Main Street – i.e., angle parking, parallel parking – initial designs for City Gateway signs, and strategy for the Facade Improvement Program. Street and sign design revisions were recommended.
- **Downtown Property Owners Meeting** - August 20, 2003 - Property owners reviewed and endorsed the strategy and design recommendations for the Facade Improvement Program and for streetscape improvements.
- **Task Force Review Meeting** - November 4, 2003 - The Task Force reviewed and endorsed the strategy and design recommendations for the Facade Improvement Program, and recommended expansion of Main Street streetscape project area east to Fourth Street.
- **Workshop #6** - October 2, 2005 - Joint workshop with the City Council and Planning Commission to discuss the Draft Downtown Design & Development Plan and provide direction to staff and consultants.
- **Workshop #7** - June 16, 2008 - The Planning Commission reviewed the Design Guidelines and Uses sections of the Draft Downtown Design & Development Plan. Direction was given on several items for staff to review.
- **Downtown Public Forum** - June 30, 2008 - The public was invited to an outreach meeting regarding the Downtown Specific Plan. Over sixty people attended the meeting, which culminated into an exercise regarding potential uses for the Downtown's three proposed zoning areas.

Revitalization Goals

Oakley's citizens have yearned for a downtown that serves the needs of local residents, provides a focus for community events and activities, and symbolizes community aspirations. The rural character and natural features of Oakley are key elements of the community's identity that should also be expressed through Downtown development. However, the most important ingredient is a vibrant commercial district that attracts a broad cross section of local residents.

Achieving the community vision for Downtown requires that the City pursue several efforts simultaneously. There are three basic goals:

1. **Improve Main Street's Overall Appearance** - In order to create the downtown envisioned, the appearance of Main Street must be improved; these efforts are essential for attracting patrons and new investment. There are two basic elements, the building frontage and the streetscape. The City intends to work with local merchants and property owners to upgrade frontage buildings through Facade Improvement Program (FIP). The development

on the City Hall site and new development on other Main Street properties will create an attractive, consistent building frontage over time. The development standards and design guidelines contained in Chapter 6, are intended to raise the quality standard for new construction and building renovations.

Basic streetscape improvements will include consistent sidewalks, street trees, pedestrian-oriented lighting, and utility under grounding; these efforts are described in more detail in Chapter 3.

2. **Enhance the Pedestrian Environment** - The pedestrian environment consists of building frontages and the street space in between. Enhancing it requires improving pedestrian safety and pedestrian amenities, as well as aesthetic improvements to buildings and the streetscape in general. To support a pedestrian-oriented district, highly visible crosswalks, corner curb bulbouts, street furnishings, and sidewalk-directed lighting should be installed throughout Downtown.

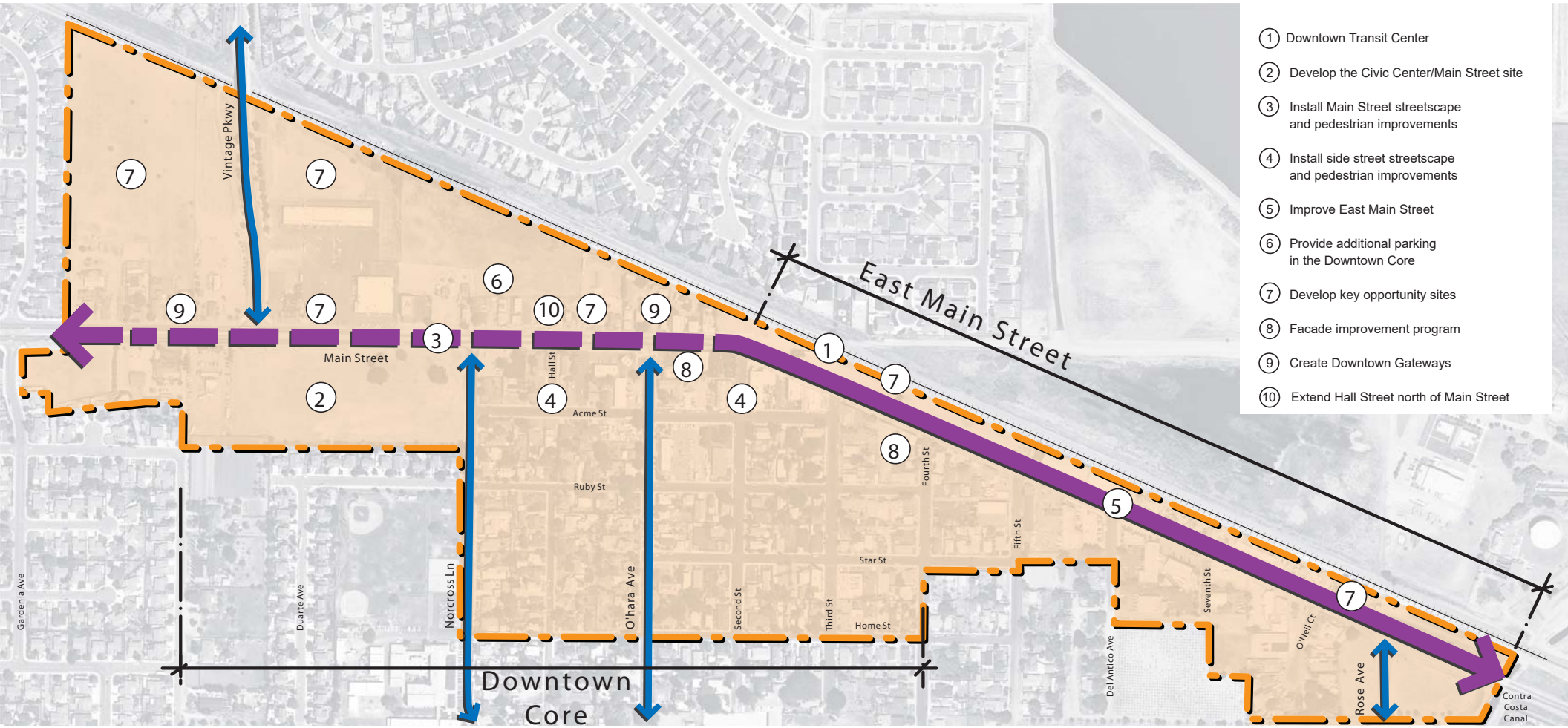
   Given Caltrans highway design standards, some of these improvements may have to wait until the Highway 4 is constructed, and Main Street is vacated by the State and released to the City of Oakley. However, a number may qualify for design exceptions and/or special consideration consistent with Caltrans' "context sensitive design" policies for urban highways. Chapter 3 describes a recommended street improvement plan and a program for implementation given Caltrans-and budget-related considerations.

3. **Promote Higher Density Infill Development** - Infill development will support Downtown's businesses and capitalize upon the pedestrian-oriented environment created. Multi-story development is strongly recommended. Within the Downtown Core area, this development would consist of storefront commercial with residential or office space above. Given housing costs, Downtown Oakley is a good location for multi-unit residential development, provided design and management standards are high. Depending upon the City's resources, it is recommended that residential-over-retail projects be promoted aggressively.





One story buildings and surface parking in Oakley



Revitalization Projects

Figure 1.6

Progress Since Specific Plan Adoption

The City of Oakley Downtown Specific Plan falls within a designated Priority Development Area (PDA) in Oakley and strongly supports the Plan Bay Area transportation objectives to promote and encourage pedestrian-friendly, attractive mixed-use and transit-oriented development. The City of Oakley has taken a proactive role in developing the Downtown PDA in a number of ways. In 2010, the City adopted the Downtown Specific Plan to further development activities in the Downtown PDA. In addition, the City purchased approximately 7 acres of prime commercial land, across from City Hall in the downtown, to facilitate the development of three new retail/commercial buildings, a public plaza, parking lot, and public improvements to Main Street.

Private investment has been made through the renovation of an existing retail strip mall by ACE Hardware and the construction of a new Grocery Outlet store. The City is extending these development efforts to the east by rebuilding infrastructure including Main Street improvements and the future Downtown Transit Center. All of these efforts align with the goals and objectives of Plan Bay Area. The development of a train platform and park and ride lot would further the goals of the City and the Downtown PDA by making available transportation choices that currently do not exist in eastern Contra Costa County, which will take cars off the road. Furthermore, the development of a train platform and a park and ride lot would align with the goals and objectives of SB 375 by encouraging development in the Downtown which is predicated on being walkable and bikeable, close to public transit, jobs, schools, shopping, parks, recreation and other amenities.

Downtown Projects Summary

Two kinds of projects are needed to create a vibrant and attractive downtown commercial district: 1) Streetscape and related capital improvement projects to project an attractive city image, enhance pedestrian activity, and separate local and through traffic, and; 2) new development on opportunity sites.





Two newer buildings in the Downtown area include 3330 Main Street across from the Civic Center (top), and 3631 Main Street, along East Main Street (bottom).



Residential over commercial development adjacent to sidewalks is recommended.

The "Revitalization Projects" diagram (Figure 1.6) indicates the major projects proposed and/or underway within the Downtown Specific Plan area. These projects are summarized below and described in more detail in subsequent chapters.

1. **Downtown Transit Center** - A new TriDelta Transit park-and-ride facility and San Joaquin Joint Powers Authority (SJJPA) railroad platform located between O'Hara Avenue and 2nd Street has been analyzed in a PDA Planning Study conducted by Perkins + Will. The facility consists of the construction of 300 surface parking spaces, to be distributed in two parking lots, to support multi-modal park, ride, and transit activities. The parking lots will also serve train riders though a train platform. The parking lots will be connected via a pedestrian greenway. The study indicated the economic benefits to the Downtown in both residential and commercial growth.

2. **Complete the Civic Center/Downtown "Catalyst" Project** – The formerly vacant 6.5 acre site located along Main Street adjacent to Norcross Avenue has been developed as the City's Civic Center, with a City Hall, outdoor amphitheater, and/park, and a mix of retail and office development. One potential development site to the west remains, and additional Main Street frontage improvements remain to be completed.

3. **Main Street Streetscape/Pedestrian Improvements** – Frontage curbs, gutter, and walks will be constructed where they do not exist. Street trees, pedestrian-oriented street lights, and enhanced pedestrian street crossings have been installed per the Downtown Oakley Streetscape Concept (2015) between Vintage Parkway and Norcross Avenue. Main Street improvements were also constructed from Norcross Avenue to Second Street (along the southerly frontage) and from Norcross Avenue to Fifth Street (on the northerly frontage) in 2017. Future improvements should be extended to the Downtown Core Area boundary west of Vintage Parkway, and east along the southerly frontage to Fourth Street.

4. **Downtown Side Street Improvements** - Install street trees, pedestrian-oriented street lights, and enhanced pedestrian street crossings between Main Street and Acme Street along Hall Street, O'Hara Avenue, 2nd Street, and 3rd Streets.

5. **East Main Street Streetscape** - Frontage street trees, street lights, and sidewalks will be installed as part of new development along the northerly frontage.

6. **Public Parking** - Develop additional parking within the Downtown core area, mixing on-street and off-street (surface lot parking) approaches as feasible.

7. **Develop Opportunity Sites** - Assist property owners and prospective developers to develop key opportunity sites within the Plan Area, consistent with the community's vision. Vacant and underutilized land could accommodate over 150,000 square feet of new commercial development.

8. **Facade Improvement Program** - Assist property and business owners to upgrade the appearance of buildings along the Main Street frontage.

Specific Plan Requirements

The Downtown Specific Plan was developed to address future development patterns in the Plan Area. Under California Government Code Sections 65450 through 65457, a specific plan may be used to implement a general plan and its policies and programs.

Specific Plans must be consistent with the application elements of the jurisdiction's general plan.

California Government Code Section 65451(a) defines content requirements for Specific Plans, including text and diagrams. Specific Plans shall address:

1. The distribution, location, and extent of the land uses, including open space, within the area covered by the plan.
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 projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

California Government Code Section 65454 also states that no specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan. The Downtown Specific Plan was prepared pursuant to State Law and complies with all requirements.

Plan Purpose and Content

The Downtown Specific Plan implements Oakley 2020 General Plan policies for Downtown. It compiles Revitalization Strategy recommendations, clarifies revitalization objectives, and defines the programs and capital improvements the City will pursue in coming years to realize the community's vision for Downtown. The Downtown Specific Plan contains six chapters:

- **Chapter 1 - Plan Background & Objectives** – summarizes the context, vision and major revitalization-related projects proposed.
- **Chapter 2 - Land Use & Revitalization Strategy** – describes the planned pattern of land use, development, and challenges and opportunities for promoting significant new private sector investment in downtown.
- **Chapter 3 - Capital Improvements** – describes physical improvements recommended for Downtown's streets and buildings, with schematic streetscape design illustrations.
- **Chapter 4 - Infrastructure & Public Services** – discusses the existing and proposed utilities and public services within the Downtown Specific Plan area.
- **Chapter 5 - Implementation** – lists proposed projects, costs, potential funding sources, and describes the administration application of the plan.
- **Chapter 6 - Development Standards & Design Guidelines**– are detailed policies for land use, building form, and site improvements that will be applied as part of the City's development application and review process.

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LAND USE & REVITALIZATION STRATEGY

2

Revitalization Objectives

Five basic objectives are recommended to pursue Downtown's revitalization, consistent with the goals listed in Chapter 1. The objectives are not listed in order of priority. However, Main Street improvements are strongly recommended as a catalyst to create an initial revitalization impact. These objectives are further described below.

- Implement a Main Street Improvement Project
- Promote Property Renovation and Redevelopment
- Oakley Downtown Transit Center
- Focus Pedestrian-Oriented Development Downtown
- Concentrate Storefront Retail within the Downtown Core

Implement a Main Street Improvement Project

The lack of curbs, sidewalks, street trees, street lights, and other basic amenities on Main Street detracts from Downtown's image and impairs its ability to attract investment. Streetscape improvements should be installed as soon as they can be funded.

As described in Chapter 3 - Capital Improvements, there are two common conditions that need to be addressed: 1) frontages without curbs, gutters, and sidewalks, and; 2) frontages that have curbs, gutters, and narrow sidewalks, but no streetscape amenities. The first condition is typical of the entire northerly frontage except for the section between O'Hara and Second Street; it also occurs along the southerly frontage west of Norcross Lane. The second condition exists primarily along the remaining southerly frontage.

In some instances – such as the Oakley Plaza site – street improvements have been coordinated with the development of adjacent properties. However, incremental, property-by-property installation will not be sufficient to provide the near term revitalization boost that Downtown needs. The City should commit to a significant portion of the needed streetscape improvements in order to support and "kick start" transformation of the district.

In addition to Main Street capital improvements, a consistent property line/ROW for East Main Street must be established to support renovation and re-development of properties there as well. This will help to create a cohesive and attractive corridor throughout the Downtown Specific Plan area.

Promote Property Renovation and Redevelopment

The run down appearance of buildings and properties along Main Street has been a community concern for years. To realize the vision for Downtown, changes in building types and building orientations will be required, implying substantial amounts of new investment. Some of these changes may be prompted by capital improvement projects. For example, parcels on the north side of Main Street would be affected by the proposed Main Street Improvement Project; existing frontage parking areas would be eliminated to construct curbs, gutters and sidewalks, and new driveways and on-site lots may need to be developed.

The City's facade improvement program will provide a welcome dose of new investment for some of Downtown's existing properties. However, even with facade and streetscape improvements, a number of properties are unlikely to contribute to the pedestrian-oriented downtown envisioned. In these cases, the City should aggressively pursue efforts to redevelop properties. The entire north frontage of Main Street should be a focus for redevelopment efforts, as noted in later sections of this chapter.

Oakley Downtown Transit Center

A new TriDelta Transit park-and-ride facility and San Joaquin Joint Powers Authority (JPA) railroad station platform will have a beneficial effect on the character and economy of Downtown. Convenient access to commuter rail services is likely to increase land values in the immediate vicinity, and support modest-scaled residential development with complementary ground floor commercial/retail uses. Reconfiguration of roadways and properties as needed for the facility will improve circulation and the developability of properties, further promoting economic development.

The Transit Center is a major capital improvement that will require years of effort in terms of grant applications and other funding mechanisms to supplement the City's financial resources. City staff will be

pursuing available avenues for funding and convincing the JPA that a new platform in Oakley is a sound proposition worthy of support and assistance. Because the project involves acquisition and/or coordination with privately-owned properties, it may be possible for the City to accomplish elements of the Transit Center through coordination with private sector development projects, and opportunities to pursue joint development must be explored.

Extension of Hall Street north across Main Street is an important element of implementing the Oakley Downtown Transit Center. As depicted in Figure 1.3, it would provide access to the proposed TriDelta Transit park-and-ride lot and complete a drop-off loop for the San Joaquin JPA railroad station platform, connecting along the railroad frontage to O'Hara Avenue. It would also help to define a new gateway development site between the two streets. The extension would be a "calm" two-lane roadway, with frontage walks and enhanced pedestrian crossings at Main Street.

Focus Pedestrian-Oriented Development Downtown

According to market assessments conducted in recent years, Downtown Oakley has the potential to successfully develop specialty retail, restaurants, and infill housing. It has access to existing and proposed business centers, direct proximity to one of the City's upscale residential areas, and a high degree of visibility along Main Street.

For Downtown to thrive, however, its pedestrian-oriented commercial niche must be encouraged. It is essential that Downtown be the first priority for higher density, pedestrian-oriented development and supporting services. Competing concentrations of storefront-type commercial development and amenity-oriented pedestrian environments should be limited elsewhere within the City, unless they are part of a pedestrian-oriented development proposal, coordinated with a major transit center or "new town" planned development.

Similarly, the specialty types of businesses appropriate for the area should be actively encouraged to locate within the Downtown Core, rather than in other commercially-zoned portions of the City. This effort may require modification to land use and zoning regulations for other portions of the City, as well as adherence to the downtown-oriented development standards and guidelines contained in Chapter 6- Development Standards & Design Guidelines.

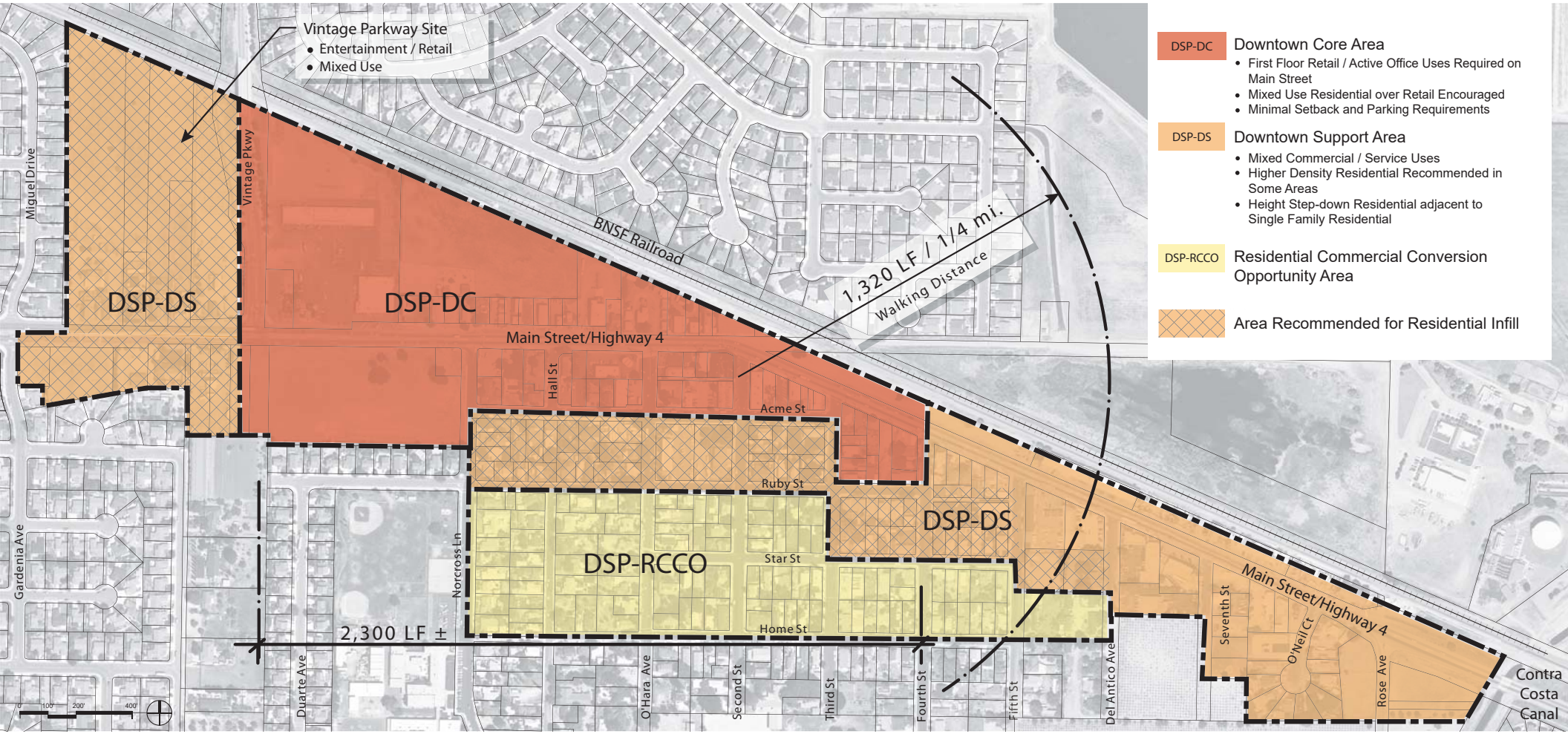


Storefront development should be concentrated in the Downtown Core.

In addition to new commercial development, new public facilities are recommended that support a pedestrian-oriented downtown and are appropriate for the heart of the City. An Amphitheater has already been developed as part of the Civic Center, but additional needed new facilities include a Community Center with special facilities for teens and a Community Library. These facilities should be considered for incorporation in various redevelopment opportunity sites located throughout the Downtown Specific Plan area. Public parking sites should be established for interim surface parking and long term parking structure if needed.

Concentrate Storefront Development within the Downtown Core

To create a pedestrian-oriented commercial district, contiguous storefront buildings should be concentrated within a walkable area, one that is small enough for a patron to park once and visit a variety of destinations. In the US, a five-minute walk, or approximately 1,300 linear feet, is often cited as the maximum walking distance. In Downtown Oakley, this core commercial area should be concentrated



Downtown Specific Plan Subarea Map

Figure 2.1

between Vintage Parkway on the west and Fourth Street on the east. This area is 2,200 linear feet from end to end, 1,100 feet from the ends to the center. As illustrated by the Development Concept Plan, storefront development should be concentrated along Main Street, with "support commercial" development and infill housing in adjacent areas.

East of Fourth Street, Main Street is essentially one-sided, with older storefront buildings along the southerly frontage and vacant property and light industrial businesses on the north. There is the potential for significant improvement in this area, and the Downtown Specific Plan contains related land use and capital improvement recommendations. Given the land constraints, however, it will be a challenge to shape it into a typical two-sided main street configuration. The standards and guidelines in Chapter 6 support a distinction between the two areas in terms of land use and site development.

Development Guidelines

The Oakley 2020 General Plan Land Use Element contains policies for a (CD) Commercial Downtown land use designation that encourages mixed use development. Initial general plan development standards are a maximum site coverage of 70%; maximum building height of 50 feet; and a maximum floor area ratio (FAR) of 1.0. These basic standards are incorporated in the Downtown Specific Plan, with qualifying policies for special conditions and areas as needed.

The type, distribution, and extent of land uses within the Downtown Specific Plan subarea reflect the goals and objectives listed in Chapters 1 and 2. The Downtown Specific Plan Subarea Map includes three basic land use subareas:

1. **The "Downtown Core Area (DCA),"** extending along the frontage of Main Street from Vintage Parkway to Second Street;
2. **The "Downtown Support Area (DSA),"** which borders the DCA on the north, south, east and west, and;
3. **The "Residential/Commercial Conversion Opportunity (R/CCO) Area,"** which extends south from the Downtown Support area to Home Street, between Del Antico Avenue on the east and Norcross on the west.

The Downtown Core is planned as a walkable, high amenity area with specialty-oriented first floor businesses. Downtown Support Areas will contain businesses that do not compete with the Core, and focus less on amenity-oriented forms of development. The Downtown Core Area requires pedestrian-oriented development; the Downtown Support Area encourages but does not require it. Both land use designations encourage mixed-use development. In addition, as noted by the Plan Areas map, the "Vintage Parkway Site" is a special case with its own land use and development policies. The R/CCO Area allows for renovation of existing residential structures and sites for commercial uses, provided the neighborhood scale and character of the area is preserved.

Historic Preservation

In 2004 the City of Oakley began the process of establishing a Historic Preservation Ordinance for the City. This effort grew out of the goals and policies set forth under the General Plan. Stated below are the relevant goals and policies from the Oakley General Plan:

- **Goal 6.5** - Encourage preservation and enhancement of selected historic structures and features within the community.
- **Policy 6.5.1** - Promote the compatibility of new development located adjacent to existing structures of historic significance with the architecture and site development of the historic structure.
- **Policy 6.5.2** - Respect the character of the building and its setting during the remodeling and renovation of facades of historic buildings.
- **Policy 6.5.3** - Encourage the use of the State Historic Building Code for historic buildings and other structures that contribute to the City's historic character. Use flexibility when applying zoning regulations to historic sites and buildings.
- **Policy 6.5.4** - Recognize the value of Oakley's historic resources as an economic development tool.
- **Policy 6.5.5** - Ensure that the integrity of historic structures and the parcels on which they are located are preserved through the implementation of applicable design, building and fire codes.

- **Policy 6.5.6** - Work with property owners to preserve historic features within the community.

Preservation of historic structures within the City provides a connection to the City's past and establishes a standard in which to enhance and develop new buildings, especially those within the Downtown Specific Plan area. Several buildings, listed below, have been identified through the Old Oakley Specific Plan EIR as either eligible for the California Register or the National Register of Historic Places.

Buildings eligible for the California Register include:

- 2920 Main Street
- 2974 Main Street
- 3385 Main Street

The building eligible for the National Register of Historic Places is:

- 3663-3687 Main Street

A potential historic district was also identified by the EIR and includes 21 historic resources, including 3663-3687 Main Street. This area would include historic resources along Main, O'Hara, Second, Third, and Acme Streets. This area has not yet been established.

Design standards and guidelines within the Downtown Specific Plan elicit the use of quality materials that will enhance the overall look and feel of area. They build upon the community's positive attributes and create a downtown destination for the City while helping to preserve existing structures.

The Downtown Specific Plan further addresses the historic resources identified within the area. Specifically it evaluates any impact the proposed changes contained in the Downtown Specific Plan may have on any of the area's historic resources and if necessary proposes mitigation measures.

Redevelopment Opportunity Sites

Most of Downtown's properties are likely or appropriate for re-development. Many are underutilized in terms of building space relative to land value. A number are developed in ways that are not consistent with the vision for Downtown, with surface parking located along the street frontage. And substantial land areas within the Downtown core are vacant; up to 40%, as noted previously.

Vacant and underutilized properties are anticipated to be developed and/or redeveloped with new commercial space. Mixed-use is strongly encouraged, with residential or office space above first floor commercial businesses, where appropriate. Properties recommended for redevelopment within the Downtown Core Area total approximately 28 acres, and would catalyze revitalization of the entire Downtown area. At an average FAR of 0.35, they could accommodate approximately 426,000 square feet of new and or renovated building space. For example, the city-owned block bounded by O'Hara Avenue, 2nd Street, Acme Street and East Ruby Street could accommodate up to 100 net new residential units and/or 50,000-60,000 square feet of new commercial/retail development.

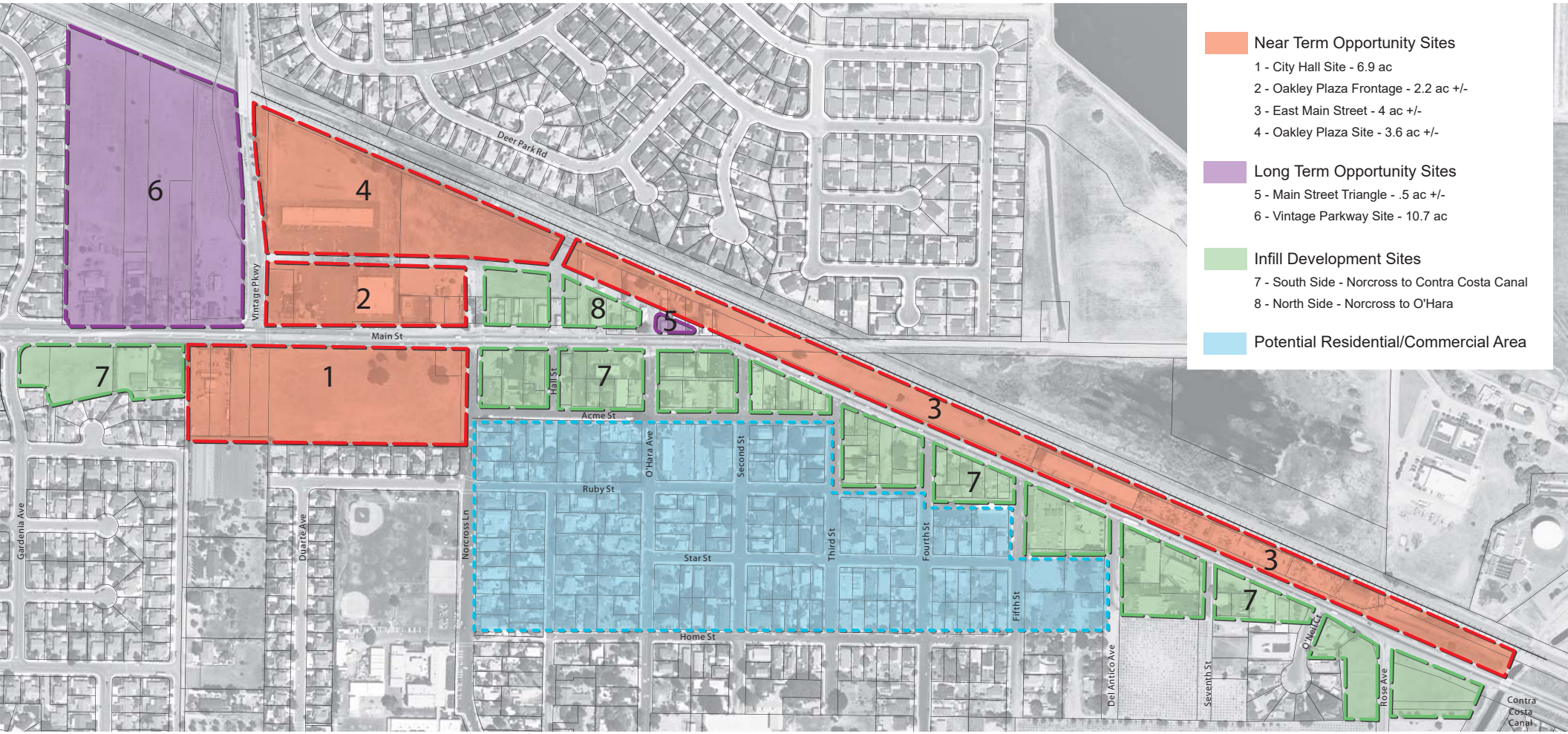
At the general plan maximum FAR of 1.0, these sites could actually accommodate approximately 1.2 million square feet of commercial/retail space. An FAR of 0.35 generally implies one story buildings with surface parking; an FAR of 1.0 implies buildings of two stories or minimal parking requirements. A realistic development goal is somewhere in between.

As the Redevelopment Opportunity Sites diagram illustrates, there are three types of opportunity sites, "Near Term," "Long Term," and "Infill." These are listed below and described in more detail in following sections.

Near Term Opportunity Sites

Near term opportunity sites include the Civic Center site, Oakley Plaza frontage, properties along "East Main Street" be/tween Second Street and the Contra Costa Canal, and the Oakley Plaza site.

1. **City Hall Site** – This property is located at the southwest corner of Main Street and Norcross Lane. It totals approximately 6.9 acres, and accommodates a new City Hall, outdoor amphitheater/park, and commercial development. The first phase of the City Hall office development was completed in 2005; the remaining portion of City Hall was completed in 2007. The site adjacent to the west is also considered a development opportunity. It is currently occupied by a local car sales business. Ideally, the two



Redevelopment Opportunity Sites

Figure 2.2

sites would combine to create an attractive gateway to Downtown from the west.

2. **Oakley Plaza Frontage** – This highly-visible site is located directly across from the City Hall site adjacent to Vintage Parkway and totals approximately 2.2 acres. Previous development included the CentroMart grocery store, surface parking, a small open-air Mexican restaurant, and Round Table Pizza. This site has been redeveloped per the Specific Plan as an attractive Main Street commercial frontage, with outdoor dining spaces, a recirculating water fountain, public art, benches and other amenities, and a pedestrian-oriented mid-block crossing to City Hall.

3. **East Main Street** – The north frontage of Main Street from Second Street east consists of vacant parcels and buildings that need significant physical upgrades. This area totals approximately 4 acres, of which approximately 1.3 are owned by the BNSF railroad. The City should work with the railroad to encourage disposition of this property for commercial development consistent with the objectives of the Downtown Specific Plan. A storefront building is to include the transit facilities and retail with drop-off zones along the transit plaza.

   Existing businesses in this area are an important part of the City's tax base and provide a range of commercial offerings. However, the appearance of buildings and sites have been a community concern for years. This is a highly-visible frontage for residents and travelers using Main Street en route to Brentwood and Bethel Island, and it currently detracts from the City's efforts to improve its image and attract investment. A key issue therefore is establishing a plan line that will accommodate future widening of the street consistent with Caltrans standards.

4. **Oakley Plaza** – Previous building space on the site totaled approximately 20,000 square feet. Redevelopment per the Specific Plan features an expansion in floor area and includes new tenants, including Ace Hardware as the center's anchor. Current parking and east-west through-access will likely need to be modified to accommodate the proposed Downtown Oakley Transit Center and roadway connections west to the Vintage Parkway Site, see below.

Long Term Opportunity Sites

These sites will be affected by the Main Street improvements and/or the Downtown Transit Center.

5. **Main Street Triangle** – The site will be created by the future development of the Transit Center. At approximately 0.5 acres, the site will be used as a public plaza/park and a turnaround for drop-off/pick-up by the transit center.

6. **Vintage Parkway Site** – Given its 10.7 acre size, this site has the potential for significant development that would support the downtown revitalization effort. Given market conditions, townhouse and/or multiunit residential is most likely, and would provide a built-in population to patronize downtown businesses and add the street activity that will help to attract other visitors. Existing building space on the site totals approximately 20,000 square feet, mostly residential cottages and outbuildings. At an average density of 20 units per acre the property could yield up to 214 dwelling units, perhaps including commercial space along Main Street as well.

Infill Development Sites

Infill sites are located along both sides of Main Street, in the center of the Downtown Core. Existing land use ranges from small offices, shops, and eateries to residential cottages. Properties on the south side of Main Street are generally larger, however a number are developed with surface parking lots along the frontage. However, parcels are relatively small in acreage, with depths around 100 feet. The variety of existing ownerships and parcel configurations are also a challenge.

These properties are all in need of significant renovation and/or re-development to create a storefront commercial district. The City should assist with assembly and redevelopment of these properties as opportunities arise. Improvement of the street frontage as part of Main Street improvement project will change the current relationship between buildings, parking, and site access; e.g., new curbs, gutters, and sidewalks will make head-in parking directly from the roadway impossible. New curb cuts, driveways, and parking areas will be needed. The new street improvements could help to facilitate new development.

As indicated by the Interim Revitalization Plan, a significant land area will be created between these properties and the Downtown Transit Center. This area could accommodate shared parking lots to serve frontage businesses, but City participation will likely be needed to facilitate this outcome. With a significant change in grade existing behind the frontage, this area lends itself to mixed use development, possibly with underground parking; i.e., excavation requirements would be significantly less.

Residential/Commercial Conversion Opportunity Area

As Oakley grows and commercial activity and investment is attracted to the downtown area, demand for small-scale, "non-Main Street" office and commercial space is likely to increase. Attorneys, mortgage brokers and designers, and some types of artisan crafts and other low-impact commercial ventures gravitate to downtown areas, but often find rents on prime commercial frontages prohibitive. Some could be home occupations. The City of Oakley would like to accommodate these types of businesses, and the Downtown Specific Plan recommends that the area south of the Downtown Core bounded by Acme and Home Streets, and Norcross Lane and Del Antico Avenue be considered a "Residential/Commercial Conversion Opportunity Area."

This 15-block area currently contains a mix of bungalows and scattered commercial buildings, a number of which need improved maintenance or significant renovation. A benefit of allowing conversion would be supporting investment in existing properties and structures. The intent would not be to change the area's character, but to preserve it while supporting growth of a vibrant downtown commercial district. The underlying architectural character of the area should be conserved; e.g., existing buildings should be renovated, not demolished; mature trees should be preserved, and; commercial activities should not create parking demand that impacts adjacent residents. Ideally, this area would remain primarily residential, with a mix of offices and commercial businesses in residential buildings.

Interim Revitalization Plan

There are four basic efforts that would make a significant improvement in Downtown and should be pursued in the meantime. These include capital improvements, property improvements, and some of the development projects noted previously.



Improving the sidewalk environment will encourage sidewalk-oriented businesses.

1. **Incremental Streetscape and Building Improvements** – Incremental sidewalk and streetscape improvements should be installed in conjunction with major building renovations and/or new development as it occurs. Chapter 3 provides detailed recommendations for these improvements as part of the Downtown Specific Plan's overall streetscape design concept. As shown on the Interim Revitalization Plan, as much of the street improvements should be constructed as feasible given funding opportunities. Chapter 3 also describes recommended phasing scenarios to provide consistency in the streetscape appearance.

   The City's facade improvement program should be funded and promoted aggressively. It is a relatively low cost way to improve the appearance of Downtown, and an excellent mechanism to encourage community involvement in the revitalization process. Chapter 3 describes priority buildings for the facade improvement program. In general, the City should focus its efforts on sites that are the most visible and need the most improvement.

As part of these interim improvements, the City should consider relocating the existing 60kv power lines that extend along Main Street's southerly frontage west of O'Hara Avenue. The poles that support these lines constrain the location of frontage buildings, sidewalks, parking and driveways, and the overhead lines limit the size of the street trees that can be planted. Generally, the best location for these lines would be along the rear of frontage properties where they have the least impact on buildings and streets.

2. **Redevelop East Main Street Sites** – Given their appearance and visibility, the properties along the northerly frontage of Main Street east of Second Street are the highest priority for redevelopment. As noted previously, the blighted appearance of these gateway properties is a negative for Downtown and the City as a whole. Consistent with recommendations of the Downtown Task Force, this frontage should be developed with "support commercial" uses that augment but do not compete with Downtown Core businesses. Establishing a curb line consistent with future widening requirements is a pre-requisite to development. Chapter 3 contains preliminary recommendations for curb line and frontage improvements in the area.

3. **Promote Parcel Assembly and Mixed Use Development in the Core** – Small properties and multiple ownerships along Main Street make mixed-use development difficult. The City should work with local land owners and developers to assemble properties for infill residential over commercial development. Given plans for street improvements and the Downtown Transit Center, the north frontage is a logical place to start. Many structures are older, small, and in poor condition. Existing cottages could be replaced by new, upper floor units.

4. **Adopt and Apply Development Standards and Design Guidelines** – The City's policies and standards for renovations and new development need to promote the types of buildings, site improvements, and parking configurations that support a pedestrian-oriented commercial district. Current conditions in many locations – parking lots in front of buildings and along sidewalks, entrances on the sides of buildings rather than on the front facade – deter the type of pedestrian movement that is essential for a successful storefront commercial district.

Buildings must be located adjacent to the frontage, with attractive display windows, entrances, awnings, and other architectural features abutting the sidewalk. In the Core area, buildings should form a contiguous streetwall with parking behind. In adjacent areas, parking areas and driveways should be unobtrusive and located between buildings rather than behind only when required by parcel conditions. Land use should be programmed so that pedestrian-oriented commercial space is concentrated in the Core. Chapter 6 contains development standards and guidelines that will be applied to new development as part of adoption of the Downtown Specific Plan.

CAPITAL IMPROVEMENTS

3

Background

Redevelopment efforts in Downtown Oakley center on Main Street (formerly Highway 4), a street that provides significant opportunities for reinvestment and plays a major role in the local transportation network. Main Street is the principal east-west arterial for the surrounding area and for the City, and it extends through the center of the Specific Plan Area. Within Downtown, Main Street is a two-lane roadway, with one lane in each direction and a shared center turn lane. East and west of Downtown the roadway is four-lanes in width.

Two intersections are signalized, Main Street/Vintage Parkway and Main Street/O'Hara Avenue, both 3-way intersections. Vintage Parkway is a collector street that extends north over the BNSF rail line to more recently developed residential areas. It is the only street in the immediate area of Downtown that provides access across the rail line. O'Hara Avenue is a collector street that extends south to newly developed residential areas and continues to the City of Brentwood. Norcross Lane is another important north-south local street, providing access south to residential areas and local schools.

As noted in the preceding chapters, most of the Downtown Specific Plan's proposed capital improvements are related to through-traffic and streetscape conditions. These projects are described in more detail in this chapter. Infrastructure and public services related projects are described in Chapter 4.

Proposed Projects

Capital and design-related improvement projects focus on improving the overall image of Downtown, enhancing it as a pedestrian-oriented commercial district, accommodating through and truck traffic, and improving pedestrian safety. Six discrete capital and/or design improvement projects are recommended:

1. Downtown Oakley Transit Center
2. Main Street Frontage and Streetscape
3. East Main Street Widening and Streetscape
4. Downtown Side Street Improvements
5. Building Facade Improvements
6. City Gateway Signs

These projects are listed in order of magnitude, though not necessarily in order of importance. Though they are interrelated, each could be undertaken separately. Some projects make sense to implement together, such as subsurface infrastructure and streetscape improvements along Main Street. These projects are described and illustrated in the sections that follow.

Downtown Oakley Transit Center

The Transit Center would be focused on new San Joaquin Joint Power Authorities (SJJPA) train station platform located north of Main Street between 2nd Street and O'Hara Avenue, as shown in the concept diagram on the following page. The facility would provide connecting TriDelta Transit bus service to the train station as well as Park & Ride lot. Routes in Oakley and surrounding communities would be adjusted to better serve on-going transportation infrastructure investments in the area, including the eBART extension to Hillcrest Avenue.

The station platform is strategically located near "the bend" on Main Street, adjacent to a new Main Street Plaza that could be used for civic events and markets. This location is highly visible and publicly accessible, and will serve as a catalyst for extending the character of Main Street eastward to 2nd Street and beyond. The location is within a 5 minute walking radius of City Hall, Civic Center Park and Main Street restaurants, and makes use of a number of vacant and underutilized properties north of Main Street between Norcross Lane and O'Hara Avenue. Approximately 300 surface parking spaces would be provided to support Park & Ride activities as well as future train riders, many of which could be used to support plaza activities held on the weekends and evenings.

New roadways and other related improvements likely needed to provide local access and circulation include:

- One-way transit/drop-off loop adjacent to the rail platform.
- Signalization of the Norcross Lane at Main Street intersection to facilitate peak traffic flows into and out of the Park & Ride lots



View of platform and new infill development (top) and view north across Main Street (bottom).

Source: City of Oakley

Downtown Transit Center Concept

Figure 3.1

and provide protected pedestrian crossings at 700 foot intervals along the corridor.

- Modification of the traffic signal at the O'Hara Avenue at Main Street to accommodate a southbound-only north intersection leg. The intersection design would need to accommodate the turning radius of transit vehicles.
- Provision of an eastbound left-turn only lane on Main Street at the one-way transit loop entrance opposite 2nd Street. 2nd Street is one-way southbound at this location, and signalization or other traffic control is not expected to be needed.
- Through-route west to Vintage Parkway.

In addition to physical changes, the following policy adjustments should be considered:

- Exempting downtown intersections from the peak hour LOS D policy for vehicles.
- Reducing parking requirements for new development.

It is expected that as station, Park & Ride, and development plans are finalized, additional transportation analysis may be necessary to determine turn pocket lengths, traffic signal adjustments, crosswalk placement, and other circulation elements.

Frontage street trees, lighting, and landscaped median islands will be incorporated, consistent with objectives to improve the overall appearance of Downtown. Cross streets will provide access to parking areas and pedestrian crossings and they should be treated as highly visible entrances to the Downtown Core. A frontage planting strip with street trees is recommended to buffer pedestrians on frontage sidewalks from through traffic. Bike lanes, downtown theme street lighting, and corner bulbouts where feasible are recommended. Consistent with the Downtown Specific Plan's development standards, frontage development will provide attractive low walls, fences, and shrub plantings to screen adjacent parking lots.

Main Street Frontage and Streetscape

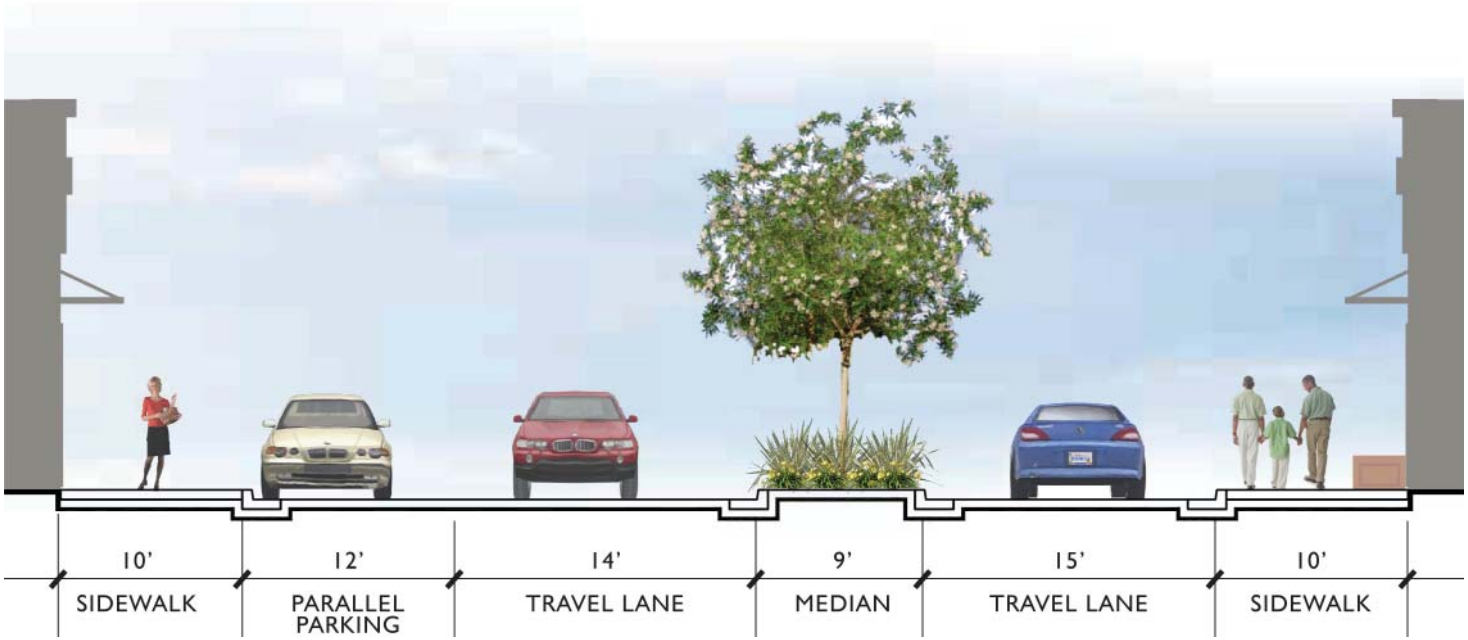
Curb, gutters and sidewalks are missing through much of Downtown, and there are no existing pedestrian amenities. Street lighting consists of standard "cobra-head" highway fixtures. Power lines run along both frontages, with a high voltage 60kv line on the south of the southern frontage. Building setbacks are inconsistent and create a haphazard appearance, with some buildings abutting sidewalks while others have off-street parking areas directly in front.

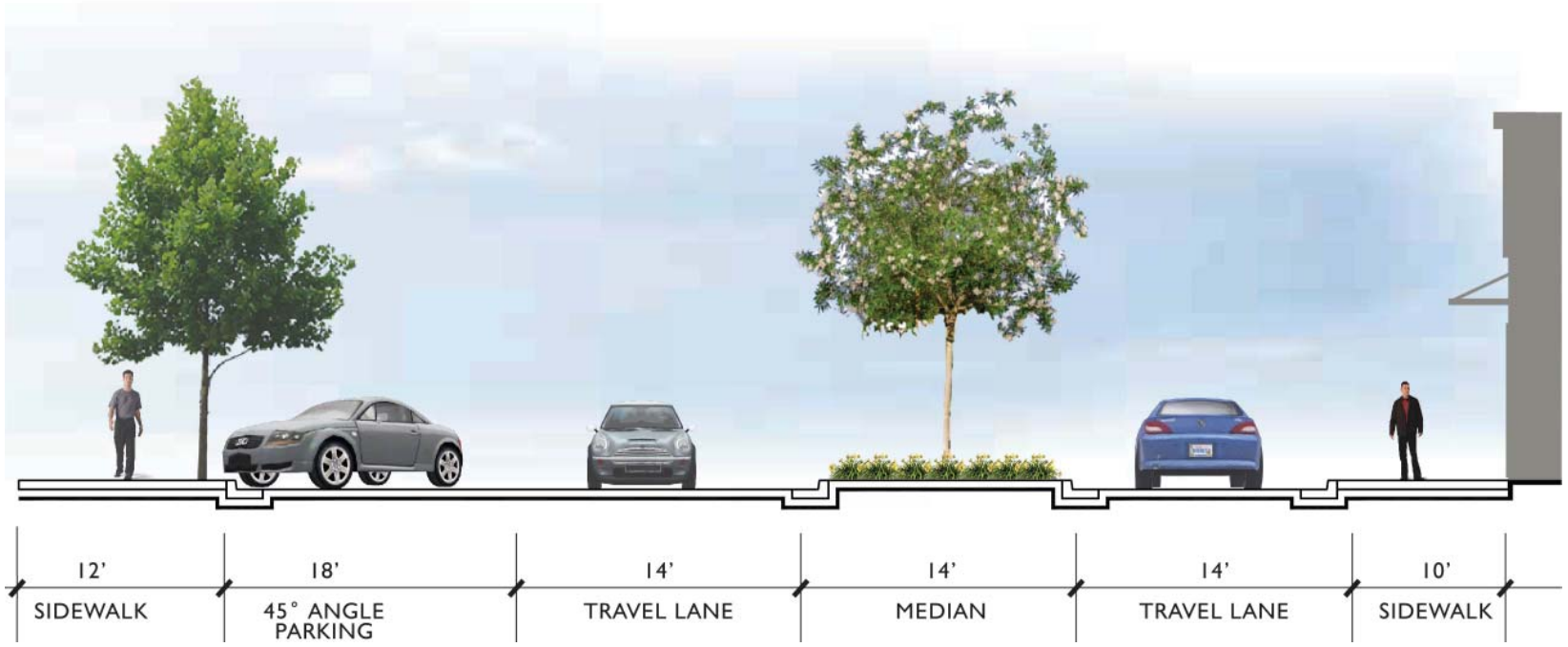
Right-of-way widths vary as well. For example, the ROW is approximately 90 feet between Vintage Parkway and Hall Street, and narrows to 60 feet between Hall and Second. Frontage improvements have been present on both sides of the wide portion of the street, but were only built in 2017 on the north side of the narrow portion of the street. Excess frontage paving along the north side is used for head-in parking. There are no curb cuts to control vehicular movements to and from the roadway, making the safety of access to north side properties less than optimal.

The ROW is also approximately 60 feet along East Main Street. The north side frontage lacks improvements, with direct access to properties, head-in parking, and conditions generally similar to those between Vintage and Hall.

Street improvements are intended to help establish an attractive and memorable Downtown character, and to support retail businesses, cafes, and restaurants that will create a vibrant street life. Consistent sidewalks will provide opportunities for pedestrian activity, outdoor seating, street furnishings and other amenities. Pedestrian-scale lighting will increase pedestrian safety and give the street a warmer, more inviting character. Street trees and benches will create a comfortable community shopping environment.

These frontage improvements will dramatically affect the appearance of Downtown Oakley and its ability to attract new investment. While some of the improvements will need to be installed. Interim and long-term design improvements are described below. Interim improvements focus on the pedestrian environment while long-term improvements address traffic, circulation and parking.





Illustrations by Gates & Associates

Main Street - Existing Conditions

Figure 3.2

Interim Streetscape Improvements

Curbs, gutters, and sidewalks should be constructed where they do not exist today, as illustrated by the Interim Revitalization Plan (located in Chapter 2). Where possible, easements and/or dedications should be established to allow existing sidewalks on the south side of Main Street to be widened from 8 feet to 12 feet. Some properties are vacant or have building setbacks that could allow for sidewalk widening. Other properties have frontage parking lots that could be modified slightly.

Low voltage power and other utility lines should be undergrounded, and street trees and pedestrian-oriented street lights should be installed along both frontages; high voltage power lines on the north side of the street will remain. Corner bulb-outs should be constructed at Hall Street, O'Hara Avenue, and Second Street.

The 2017 Main Street Downtown Improvements project addresses several of the recommended streetscape improvements, which are described in more detail below and illustrated by the Typical Streetscape Improvements figure on the following page.

- **Consistent Road Width** - A street plan line should be established to create a consistent right-of-way widths of 70 and 82 feet, as depicted by the streetscape concept drawings on the following pages. This will allow for the construction of new curbs, gutters, sidewalks, curbside parking and sidewalk amenities. The roadway should be striped for 14- and 15-foot travel lanes, 9- to 14-foot median islands with left turn pockets, and parallel and angled parking on the south side of the street. The narrow portion of the street between Hall Street and 2nd Street contains buildings that encroach upon this area, and it should remain as it is until initiation of Transit Center-related improvements and development, when these buildings would have to be removed.

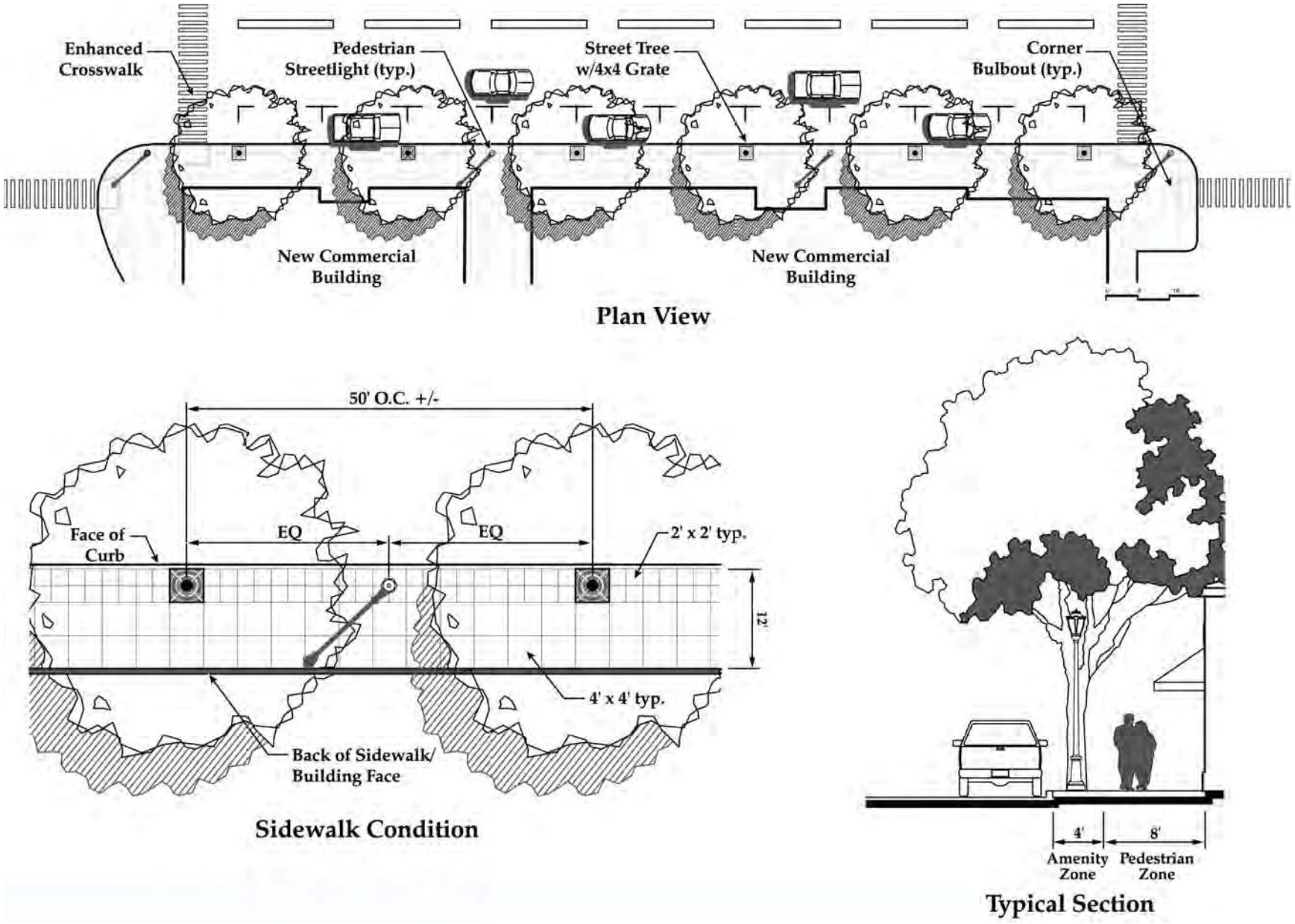
- **Consistent Curb, Gutters, and Sidewalks** - New curb, gutters, and sidewalks should be constructed along the entire north side of Main Street to reflect those now installed in front of the Civic Center Site frontage. New sidewalks should be a minimum width of 12 feet. Existing sidewalks on the south side of Main Street should be renovated and widened to 12 feet as possible. This will eliminate the patchwork of paving that currently exists, creating a clean and visually unified streetscape.

  The 12 foot sidewalk should have two functional zones; a 4 foot furnishing/amenity zone, and an 8 foot clear pedestrian zone. The furnished zone buffers pedestrians from the adjacent roadway, and provides an area for street trees, signal poles, utility poles, street lights, hydrants, signs, parking meters, and driveway aprons. The pedestrian zone provides a walking space removed from vehicle traffic and free of obstructions. In some instances it may be appropriate to locate benches along the back of the sidewalk, however, provided a minimum 6 foot clear pedestrian corridor can be maintained.

- **Corner Bulb-Outs** - Corner bulb-outs should be constructed at all intersections as traffic engineering determinations allow. This will shorten pedestrian crossing distances and create space for streetscape amenities. Bulb-outs should extend approximately 6 feet beyond the curb on parallel parking frontages. The final configuration of bulb-outs could vary according to the desired parking layout; i.e., angle parking could allow for larger corner bulb-outs.

- **Street Trees** - Street trees should be planted at approximately 50 feet on center along both sides of the street. Tree spacing should be adjusted as necessary to avoid existing utility poles and other fixed elements, and aligned with curbside parking stalls. Tree well cutouts should be a minimum 4 feet by 4 feet with uncoated cast iron grates. All grates within the sidewalk should be flush with the level of the surrounding sidewalk surface, and be located within the furnishings zone. The tree species should be deciduous to provide shade in summer and sun in winter, with a broad canopy and deep, non-invasive roots. Trees should be located a minimum of 20 feet from streetlights, and selected and located for adequate clearance from power lines to avoid unsightly "topping" and pruning.

- **Structural Soil** - It is strongly recommended that structural soil be used for all street tree plantings. (See the planting detail for recommended structural soil locations.) Structural soil is an air-entrained mixture of quality aggregate and "soil" formulated to support various pavement types, while allowing voids for air exchange, water movement, organic matter, and root growth. Structural soil installed under paving allows tree roots to grow out of the tree well and under adjacent sidewalk without causing the pavement to heave or buckle. This greatly increases the



Typical Streetscape Improvements

Figure 3.3

long-term health of the tree while ensuring that sidewalk surfaces remain even.

- **Street Lights** - New pedestrian-scale lighting should be installed along both sides of Main Street. Fixtures should be located at approximately 100 feet on center to provide consistent illumination. Light location should be coordinated with street tree planting to ensure that fixture illumination is not blocked by trees; a 20 feet clearance is recommended. Pedestrian-oriented light fixtures should be mounted at approximately 12 feet above sidewalk grade; beneath the tree canopy.

Long Term Street Improvements

A number of streetscape features would be installed as part of the interim improvements for Main Street. These include a 62 foot curb-to-curb street width, new curbs and gutters, 12 foot sidewalks, corner bulb-outs, street trees, and pedestrian-scale street lights. Gateways at the east and west entrance to the Downtown Core will highlight the area as a unique alternative to outlying shopping centers.

Four long term street design alternatives for improving Main Street were evaluated : 1) angle street parking on both sides; 2) parallel parking with a broad median island; 3) parallel parking with bike lanes and a narrow median island, and; 4) angle parking and parallel parking alternating from block to block.

Option 2, “Parallel Parking with Median,” was selected by the City for implementation. The street will have one 14 foot travel lane in each direction, an 18 foot landscaped center median, and 11 foot left turn lanes. Curbside parallel parking stalls 8 feet in width will be located along both sides of the street. At intersection, the medians will accommodate pedestrian crosswalk refuges approximately 7 feet in width. Graphic illustrations depicting the Main Street improvements and proposed street design approach are provided in the following pages.

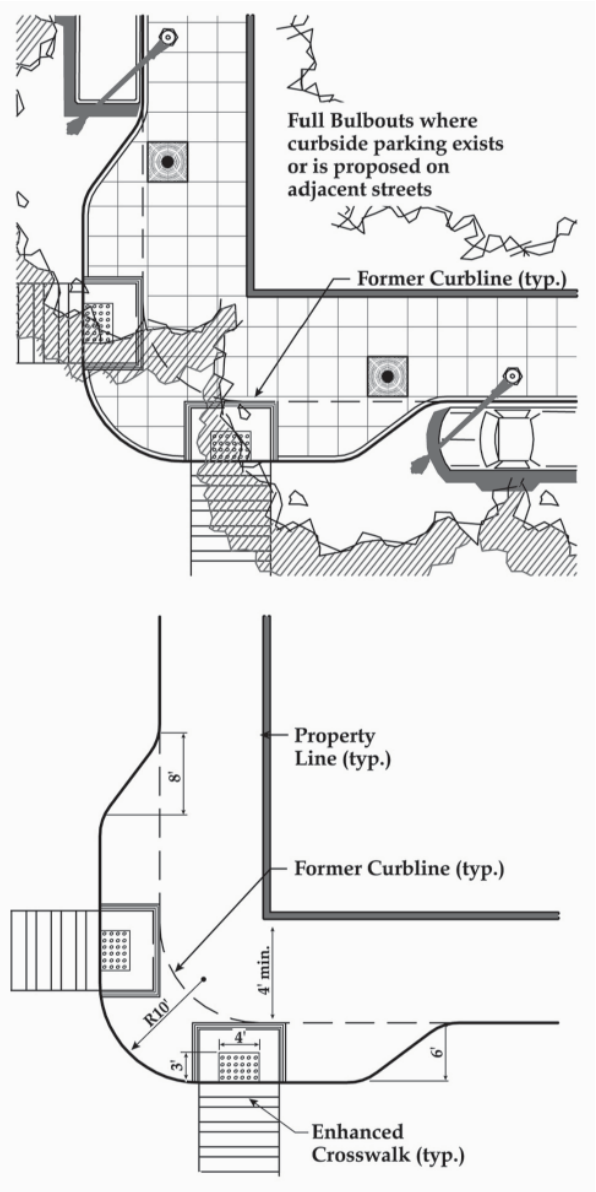
The City of Oakley Parks and Recreation Master Plan (2002) designates both Main Street and O’Hara Avenue as “Proposed Local Bike Routes”. As noted by the Master Plan, these would be Class II or Class III facilities, where bicyclists share the roadway with motorists.

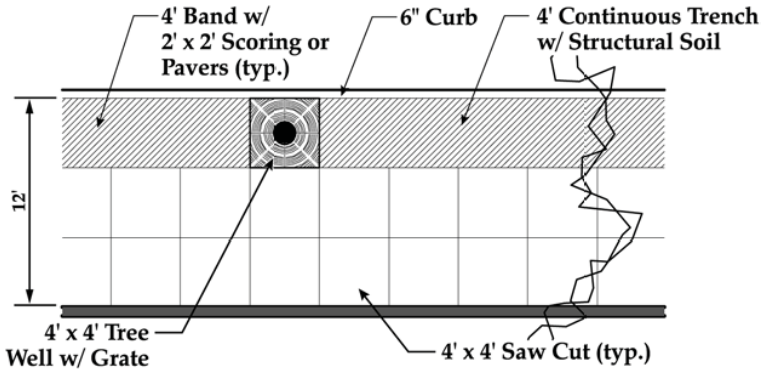


Illustration by Gates & Associates

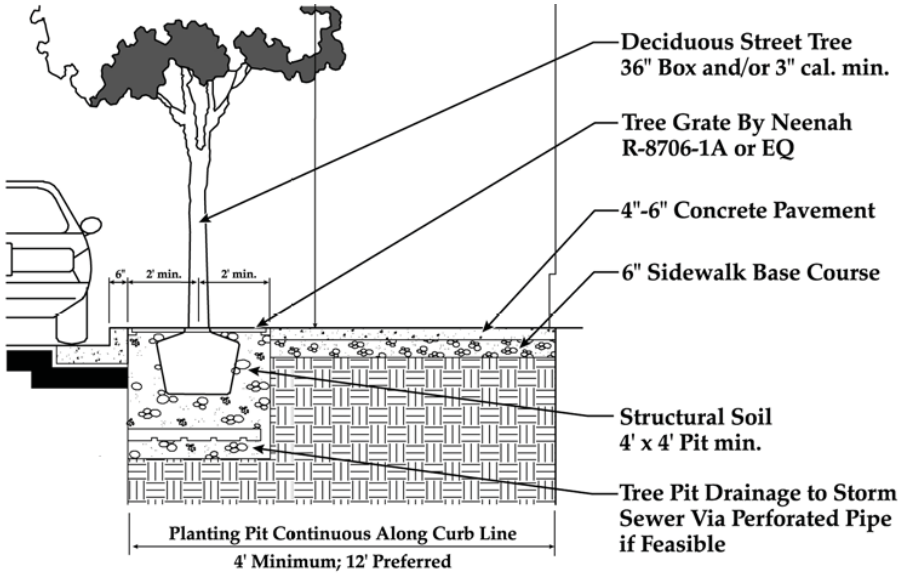
Main Street Design Concept

Figure 3.7





Typical Sidewalk



Typical Bulb-Out

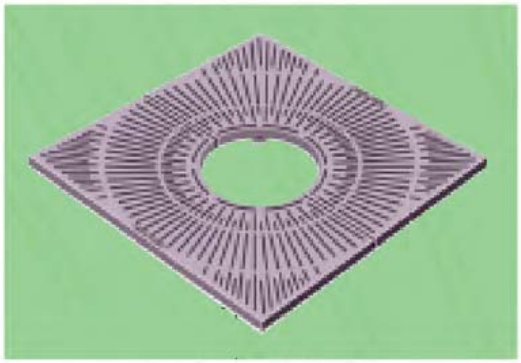
Figure 3.4

Structural Soil Details

Figure 3.5



36 Gallon Trash Receptacle by
BRP Enterprises - Manchester Collection
MC-403-FT-MF



4' x 4' Tree Grate by
Neenah Foundary R-8706-1A



14' Pedestrian Light by
Lumec - Lantern Series
L80-PCCS-SE-SF80



6" x 12" x 4" Paving Block by
Hanover - Traditional Prest Brick
(Color to Complement City Hall)



6' Bench by
BRP Enterprises - Manchester Collection
MC-101-72-PF

Note: The furnishings depicted above are examples only. Actual furnishings will be determined at a later date and reviewed and approved by the Planning Commission and City Council prior to installation.

Street Furnishing Examples

Figure 3.6



This broad median in Downtown Mountain View creates an attractive, memorable streetscape. It is similar in width to the recommended design for Main Street.

Class II routes have special bike lane striping. Class II routes have special signs, road markings, and a wider travel lane, with bicyclists sharing the lane with motorists. With 14 foot travel lanes in each direction, the recommended street design could accommodate a Class II bike route with a shared right-of-way, or "sharrow", configuration that provides almost as much as cycling surface as a Class II bike lane.

East Main Street Widening and Streetscape

The viability of commercial property along the northerly frontage is an important objective, and access must not be overly restricted by the improvements. However, driveway entrances to properties should align with existing cross streets on the south. A frontage planting strip with street trees is recommended to buffer pedestrians from through traffic on the north side of the street. Corner curb bulbouts and downtown theme street lighting are also recommended. Consistent with the Downtown Specific Plan's development standards, frontage development will provide attractive low fencing and shrub plantings to screen adjacent parking lots.

If future studies indicate that four lanes are not required and that a three-lane cross section could be adequate, excess curb-to-curb area should be considered for bike lanes and/or a widened median with pedestrian crossing refuges.

Downtown Side Street Improvements

There are five side streets within the Downtown Core: Norcross Lane, Hall Street, O'Hara Avenue, Second Street, and Third Street. Each serves a somewhat different function, and improvements are recommended accordingly. In addition, Acme Street parallels Main Street between Norcross and Third Street, providing access to parking areas and additional commercial properties.

Norcross Lane and O'Hara Avenue both are planned to connect north through existing properties to access parking areas for new commercial development and the Downtown Transit Center. Hall Street and Second Street both will terminate at Main Street. Selected downtown theme streetscape improvements are recommended for all of these streets, including lighting at intersections, corner bulbouts, enhanced crosswalks and street trees.

Angle parking should be retained along the westerly frontage of Second Street between Main and Acme, and should be established along the westerly frontage of Hall Street as well. As illustrated by the Parking Courts sketch, large bulbouts, shade trees, and additional street lights and thematic signage should be installed to identify these streets as parking courts.

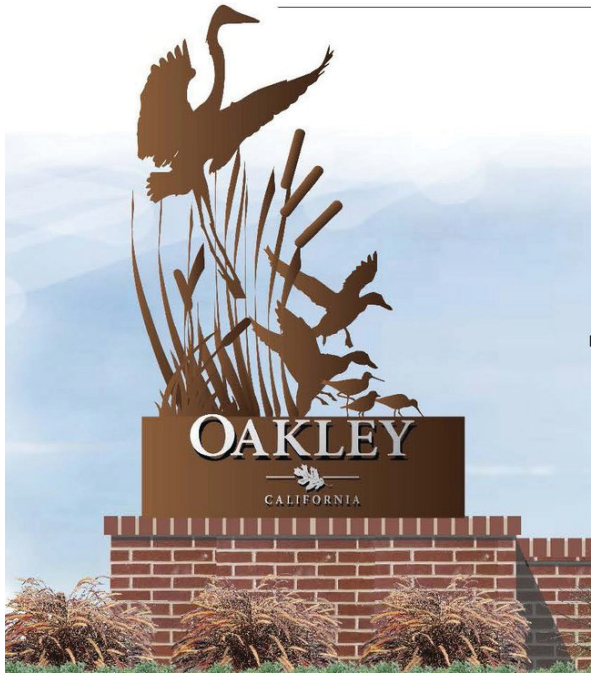
Building Facade Improvements

The City's facade improvement program should be implemented to address three basic property conditions. As illustrated by the Facade Improvements Key Map, these are:

1. **Storefront Commercial Facades** - Facade improvements are recommended for existing storefront commercial-type buildings



Curbs, gutters, sidewalks and medians are being added along East Main Street.

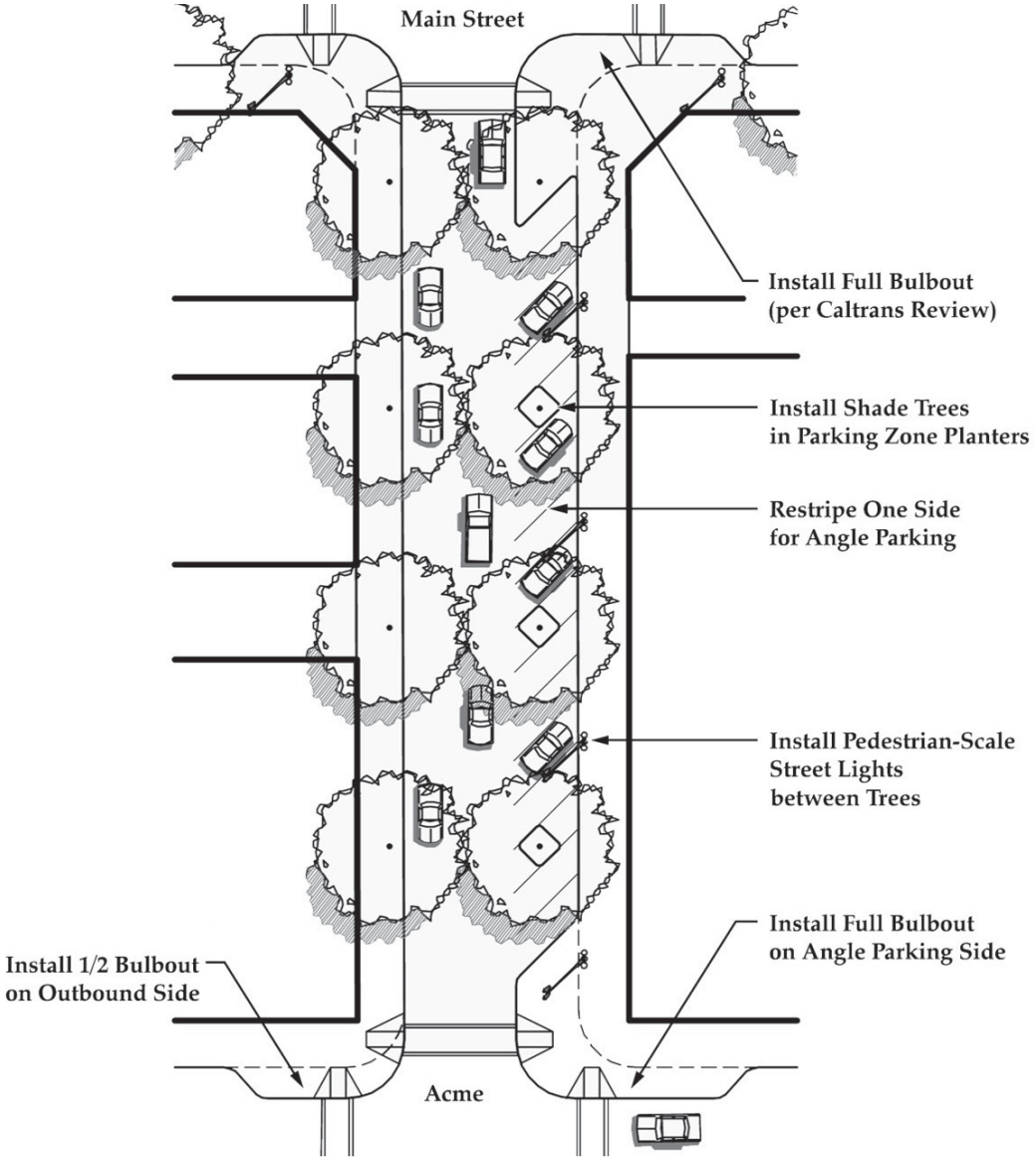




Illustrations by Gates & Associates

East Main Street Design Concept

Figure 3.8



Parking Courts

Figure 3.9

that have architectural characteristics that contribute to Oakley's traditional community character. Most of these buildings are located east of Second Street, outside the Downtown Core.

2. **Buildings to be Removed for the Main Street Improvements** -These buildings will eventually be removed and therefore should not be considered for major building renovation. The program should assist only with relatively minor surface improvements, as needed to maintain an attractive appearance for these buildings and downtown overall. This category includes the north frontage of Main Street between O'Hara Avenue and Main Street.

3. **Paint-Up/Fix-Up Only** - These buildings are not storefront buildings that contribute to pedestrian-oriented frontage. However, the facade improvement program should assist with relatively minor surface improvements as needed to maintain an attractive appearance for these buildings and downtown overall. Most of these buildings are located on "Infill" sites, with redevelopment recommended.

The properties indicated as Storefront Commercial Facades should be the focus of the City's facade improvement program. Renovation of these properties, combined with new development on Opportunity Sites, will dramatically improve the physical character and image of Downtown. The sketches on the following pages illustrate recommended facade improvements for these properties. The sketch for Building #10, 3300 Main Street is illustrated as part of the Interim Revitalization Plan in Chapter 2 on page, 29. Existing conditions and recommended improvements are described below.

According to the Historic Resources section of the Oakley Old Town Specific Plan Draft EIR (1996), building #2, the Oakley Hotel, appears eligible for the State of California Historic Register. Buildings #1, 4, 5, and 6 appear eligible as contributing to an historic district that appears eligible.

1. **3547 Main Street**

   Condition - Original storefront doors and windows removed. Glazing filled with wood panels. Brick facade attractive and intact.

Recommended Improvements - New casement/storefront windows; new/restored clerestory/transom window; new tile-clad base/bulkhead wall beneath storefront windows.

2. **3563-3587 Main Street**

   Condition - Concrete plaster surface; upper floor windows dilapidated, panes filled with plywood; original storefront windows replaced with single

   Recommended Improvements - New upper floor windows; restore storefront glazing, add tile base; install awnings with tenant signage; install new transom windows or add architectural detailing in panel above storefronts.

3. **3631 Main Street**

   Condition - Concrete plaster surface; original deco windows intact.

   Recommended Improvements - Add parapet to screen roof appurtenances; add decorative tile to parapet panel; add new awnings to accent building bays; consider downlights between bays.

4. **3639 Main Street**

   Condition - Stucco facade worn; minimal surface detail; original doors and storefront windows removed.

   Recommended Improvements - Re-stucco facade; add cornice and accent tile to existing parapet; re-construct storefront with center entrance, display windows, and tile bulkhead; add new awning with tenant signage.

5. **3641-47 Main Street**

   Condition - Concrete plaster surface; original storefronts and transom windows removed;

   Recommended Improvements - Restore storefront glazing, add tile base; install awnings with tenant signage; install new transom windows or add architectural detailing in panel above storefronts.

6. **3659 Main Street**

   Condition - Western batten board parapet/false front; original wood storefront/windows replaced with brick surfacing; large projecting sign.

   Recommended Improvements - Provide new parapet trim/cornice and frame; paint facade; install new storefront display windows, door, and wood or tile bulkhead/base. Restore neon projecting sign (paint, tubes, etc) or install building mounted sign on parapet.

7. **3671 Main Street**

   Condition - Concrete plaster surface; storefront and main building entrance removed/filled.

   Recommended Improvements - Re-stucco facade; add cornice and accent tile to existing parapet; re-construct storefront with center entrance, display windows, and tile bulkhead; add new awning with tenant signs.

8. **3683 Main Street**

   Condition - Corrugated metal western false front parapet; small window and main entrance; projecting sign without ornamental bracket.

   Recommended Improvements - Install new facade surfacing, corrugated metal or other; create storefront building base, masonry, metal or other; install new larger display windows, tenant sign(s); enhance/expand main entrance.

9. **3695 Main Street**

   Condition - Stucco facade worn; minimal surface detail; original doors and storefront windows removed.

   Recommended Improvements - Re-stucco facade; add cornice and accent tile to existing parapet; re-construct storefront with center entrance, display windows, and tile bulkhead; add new awning with tenant signage.

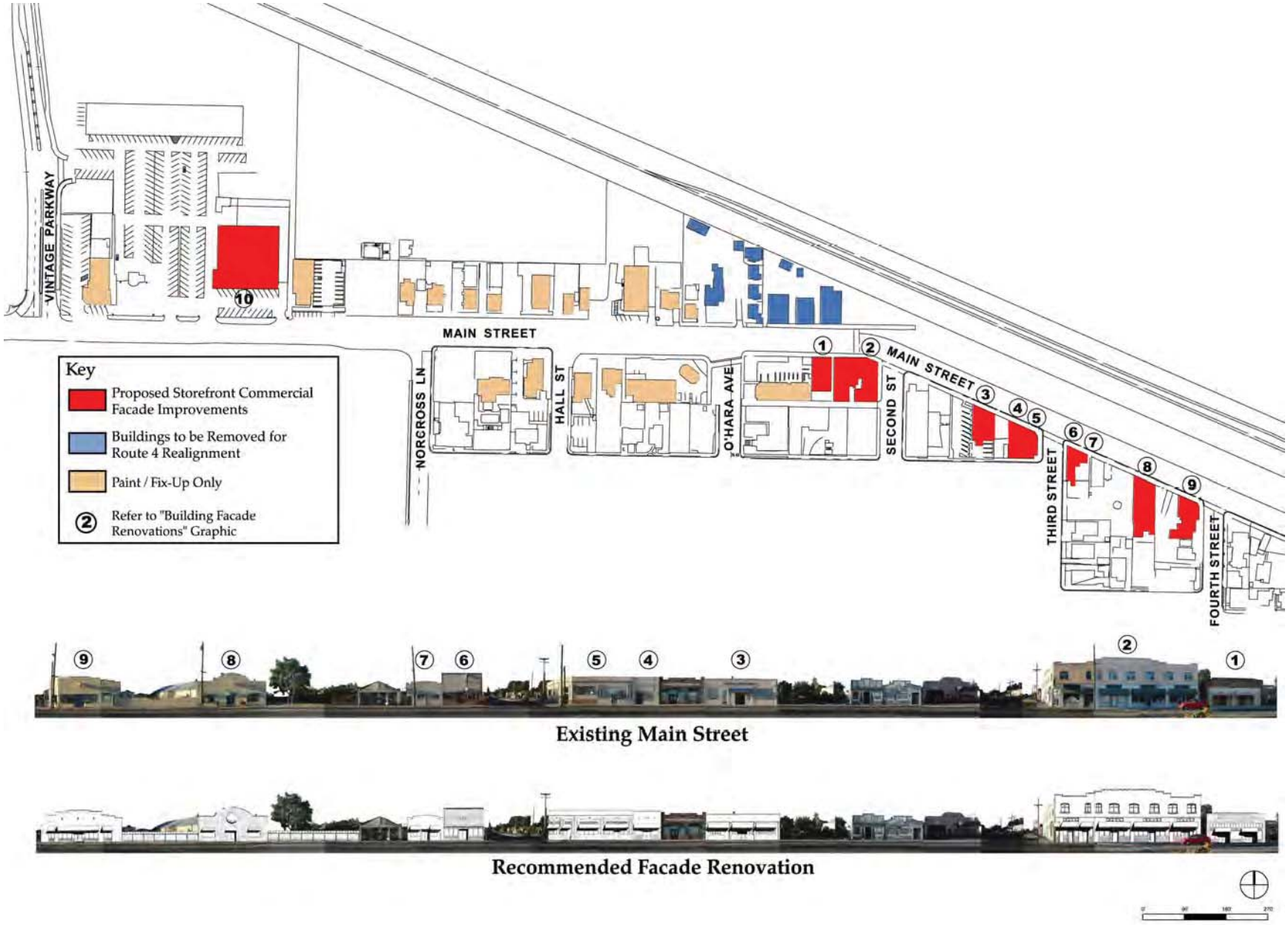
10. **3300 Main Street**

    Condition - Brick facade; metal canopy, display windows cluttered with signage; large building mounted sign panel; minimal sidewalk/pedestrian space at entrance.

    Recommended Improvements - Upgrade canopy with architectural elements, consider sign mounting. Remove signs from display windows. Consider adding parapet/sign for visibility; expand frontage sidewalk/pedestrian area.

City Directional Signs

City directional signs are recommended to be located at major intersections and adjacent to the City line on City entrance streets. They should have a graphics theme that relates to the Civic Center landmark/information sign, and be easily differentiated from commercial, highway, recreational, and other signs in the area. Directional signs should have lettering and graphics style that relates to the informational signs and is easy to see from the adjacent roadways.



Facade Improvements Key Map

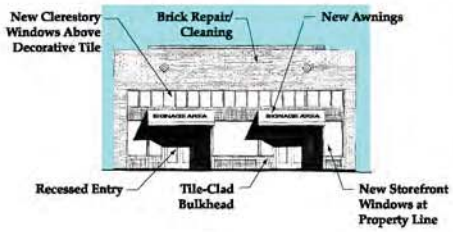
Figure 3.10



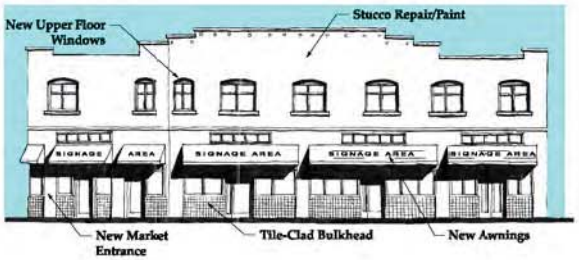








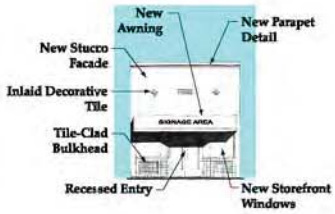
1 - 3547 Main Street



2 - 3563-87 Main Street



3 - 3631 Main Street



4 - 3639 Main Street

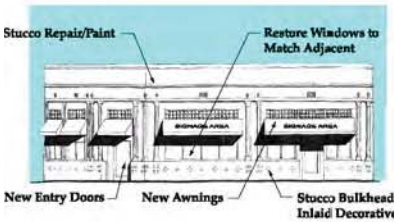




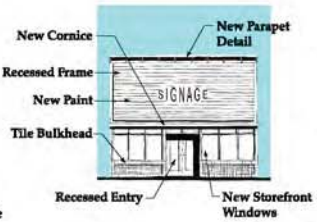








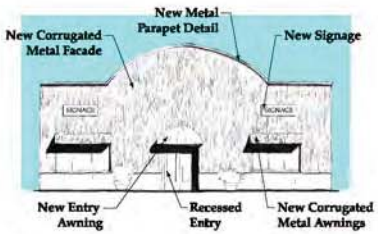
5 - 3641-47 Main Street



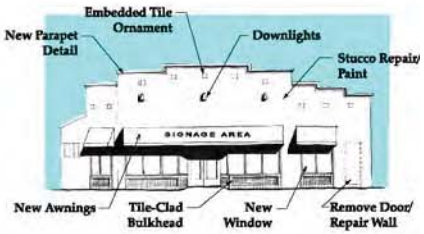
6 - 3659 Main Street



7 - 3671 Main Street



8 - 3683 Main Street



9 - 3695 Main Street

Facade Improvements

Figure 3.11

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INFRASTRUCTURE & PUBLIC SERVICES

4

The Downtown Specific Plan area is located within current City of Oakley boundaries and is supported by city infrastructure and public services. Changes to land uses and densities within the Downtown Specific Plan area may result in improvements to the existing infrastructure and public services systems for the City.

The Downtown Specific Plan area is generally bounded by the BNSF Railway to the north, Ruby Street to the south, Miguel Drive to the west, and the Contra Costa Canal to the east. Demand assumptions are based on the General Plan build-out scenario for the Downtown Specific Plan area. The findings of the analysis are summarized below.

Utilities and Infrastructure

Water Services - Diablo Water District (DWD) provides water service throughout the Specific Plan Area. The City of Oakley is with-in the Diablo Water District Sphere of Influence (DWDSOI), there-fore all current and future water needs will be provided by DWD[1]. Downtown Oakley receives its water from a reservoir along the Contra Costa Canal. The existing water supply is anticipated to support future development throughout the Downtown Specific Plan area, however minor improvements to the distribution system may be required.

Wastewater Services - Ironhouse Sanitary District (ISD) provides wastewater service to the Downtown Specific Plan area and throughout the City of Oakley. A treatment facility is located north of Highway 4 near Walnut Meadows Drive in Oakley. Major underground trunk lines run under Second Street and West Ruby Street. Auxiliary lines run beneath east/west streets within the Plan Area and feed into the major trunk lines[2].

A new sanitary sewer system is needed north of Main Street for those properties along the new Highway 4 alignment. Existing sewer systems throughout the Plan Area should be replaced with an upsized system to meet future demands in the Downtown Specific Plan area. Sewer upgrades assume a building layout of four major developments per block with four service points per block.

Storm Drainage - Storm drainage facilities within City limits were developed and constructed by the City and the Contra Costa County Flood Control and Water Conservation District (CFCWCD). The City of Oakley is responsible for maintaining the storm drainage system within city boundaries. Downtown is within Drainage Area 29D, which encompasses approximately 237 acres. Runoff from this area is directed to and contained by the San Joaquin Delta at Big Break[3].

Existing major lines are adequate to convey runoff water from the Downtown Specific Plan area. Surface drainage patterns must continue to be designed to funnel stormwater into existing catch basins. Supplemental inlets and minor drain lines necessary to convey local drainage to the major systems are assumed to be included in future new commercial development and associated parking areas.

Electricity, Natural Gas and Telecommunications - Dry utility services are provided throughout the City. Gas and electricity are provided by Pacific Gas & Electric (PG&E), while several local area companies provide telecommunication services. Existing natural gas and electricity systems are adequate and do not need to be upgraded to meet future demands as redevelopment occurs.

Developers and property owners will be required to coordinate with the appropriate service providers to provide electrical, natural gas and telecommunications services to their developments and properties.

Existing utility and overhead lines associated with electrical, telephone, and cable service should be removed and replaced with underground facilities. However, the existing 60kv lines located along the southerly frontage of Main Street are too costly to underground and are planned to remain. All new utility lines should be placed underground.

Street Improvements - Pavement conditions on Norcross Lane, Acme Street, Ruby Street, O'Hara Avenue, Home Street, Second Street, Third Street, and Forth Street are currently in fair condition.

[1] *City of Oakley. Oakley 2020 General Plan, 4.0 Growth Management Element. 2002.*

[2] *City of Oakley, Old Town Oakley Specific Plan, 4 Public Infrastructure. 1996.*

[3] *City of Oakley, Old Town Oakley Specific Plan, 4 Public Infrastructure. 1996.*

However, once the streets are opened for sewer upgrades and undergrounding, paving on these streets should be rehabilitated.

Two options may be considered: a) replacing existing pavement with new pavement conforming to existing curb and gutter, or; b) a pavement overlay conforming to existing curb and gutter. Pavement overlays are recommended as a first phase improvement, with reconstruction recommended as needed over the long term. Existing curbs, gutters and sidewalks are in good condition and do not need to be upgraded.

Public Services

Fire Protection and Emergency Services - The City of Oakley, along with several other Contra Costa County communities and unincorporated areas are served by the East Contra Costa Fire Protection District. The District provides service to structural, wild land, vehicle, and miscellaneous exterior fires; vehicle accidents involving disentanglement and extrication; medical emergencies and hazardous materials incidents. Station 93, located at Acme Street and Second Street, provides fire protection services to the Downtown Specific Plan as well as the rest of Oakley.

Roadway configuration changes to Main Street shall accommodate fire and emergency vehicles. New traffic signals shall also have Opticom signal attachments in order for emergency response vehicles to control the signals at the intersections. All redeveloped and new buildings within the Downtown Specific Plan area will be equipped with automatic sprinklers pursuant to NFPA 13 requirements.

Police Services - In conjunction with the Oakley Police Department, the Contra Costa County Sheriffs Office provides police services within the City limits. The Oakley Police Department is located in the Downtown Specific Plan area at City Hall, 3231 Main Street. A substation for the Contra Costa Sheriff's Office is also located within the Downtown Specific Plan Area, at 210 O'Hara Avenue.

IMPLEMENTATION

5

This chapter describes the policy actions, capital improvement and program-related costs, and funding approaches needed to implement the Downtown Specific Plan. Policy-related actions include adopting the Downtown Specific Plan. Administrative procedures for guidelines-related review and approval of projects will also be required.

Capital improvements-related actions include establishing public/private financing mechanisms for streetscape and infrastructure-related improvements. The City will assume the lead role in terms of initiating capital improvement projects, pursuing the additional state and federal grant sources needed and facilitating new development through assistance with parcel assembly and other financial incentives.

Implementation of the Specific Plan

This section outlines key implementation steps that should be followed by the City of Oakley to execute the Downtown Specific Plan. These include:

- Certifying the Downtown Specific Plan Program Environmental Impact Report (EIR).
- Adopting Zoning Code Amendment to establish new zoning districts that implements the Downtown Specific Plan.
- Rezone Downtown Specific Plan area.
- Administering the Downtown Specific Plan, including review and approval of projects in accordance with the intent and provision of the Downtown Specific Plan, as described in the following sections.

Specific Plan Approval - Once this occurs, the Downtown Specific Plan will be the primary regulatory tool for the area, containing development regulations, design criteria, and use allowances. There are some discrepancies between the specific land uses and development standards of the Downtown Specific Plan and those of the RDA PUD. Implementation of the Downtown Specific Plan will supersede the RDA PUD. Current zoning for the area is illustrated on the Current Zoning and Land Use Designation graphic contained in this chapter.

EIR Certification - A Program EIR, as authorized by Section 15168 of the California Environmental Quality Act (CEQA) guidelines, to assess and address the environmental impacts of the Downtown Specific Plan, shall be prepared to meet CEQA requirements.

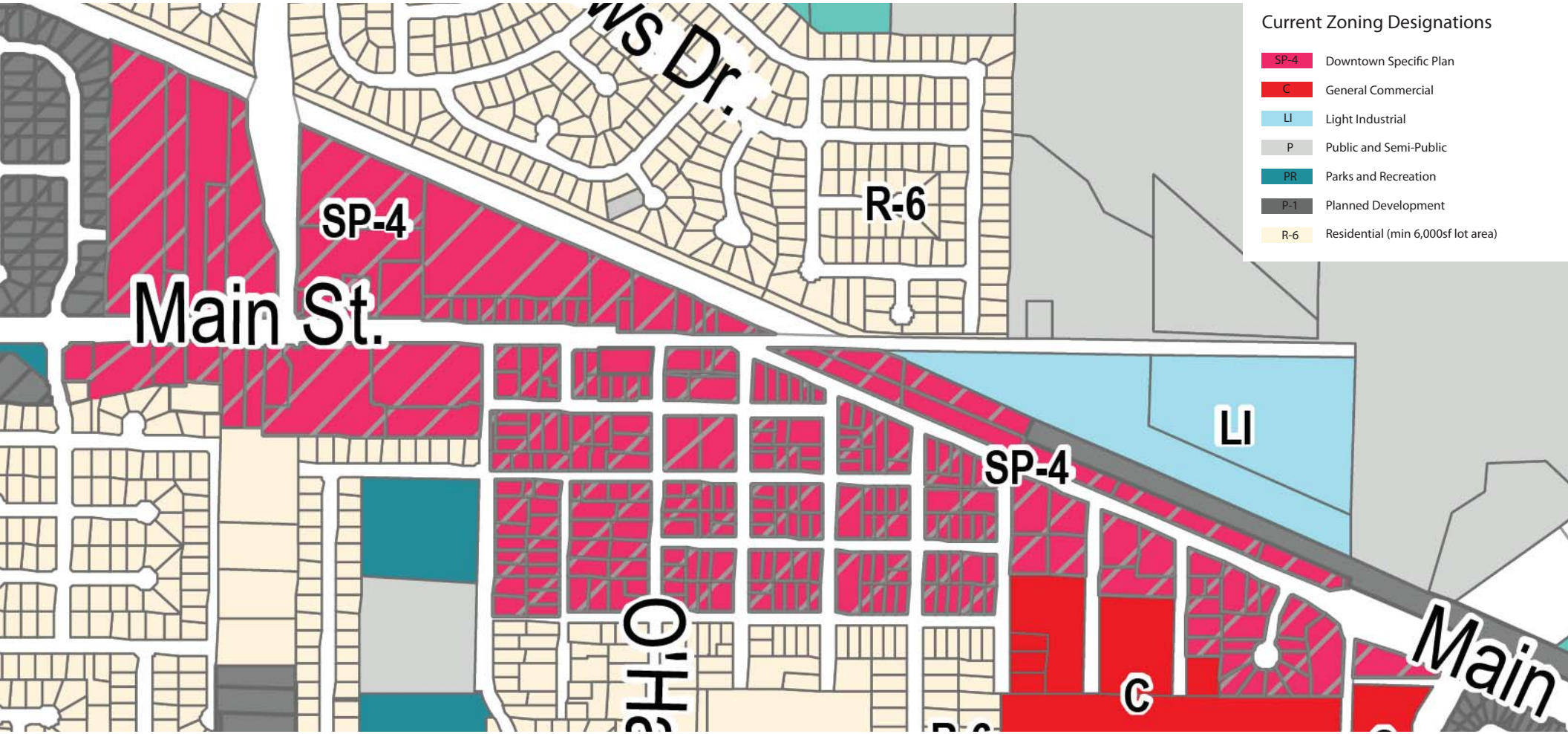
The following three zoning districts will be created and are illustrated on the Proposed Zoning graphic:

1. **Downtown Specific Plan-Downtown Core Area (DSP-DC)** – The DSP-DC zoning district applies to the area that extends along the frontage of Main Street from Vintage Parkway to Second Street. The DSP-DC area is a walkable, high amenity area with specialty-oriented first floor businesses.
2. **Downtown Specific Plan-Downtown Support Area (DSP-DS)**– The DSP-DS zoning district borders the DSP-DC area to the north and south, east and west. Business within the DSP-DS area should complement with those businesses in the DSP-DC area. Development with the DSP-DC area will also encourage pedestrian-oriented businesses through mixed-use development.
3. **Downtown Specific Plan-Residential/Commercial Conversion Opportunity Area (DSP-R/CCO)** – The DSP-R/CCO area extends south from the DSP-DS area to Home Street, between Del Antico Avenue on the east and Norcross Lane on the west. This area allows for renovation of existing residential structures and sites for commercial uses, keeping with the existing scale and character of the current community. The proposed Downtown Zoning designations, along with the City's current Zoning designations, are illustrated on the following pages.

Street Plan Lines

The Downtown Specific Plan proposes the following right-of-way-related projects:

1. Establishing consistent right-of-way lines and street improvements along Main Street between Vintage Parkway and Second Street;
2. Constructing extensions of Norcross Avenue and O'Hara Avenue north of Main Street, and;



Current Zoning Designations

Figure 5.1

3. Improving Main Street along the northerly frontage, between Second Street and the Contra Costa Canal.

Additionally, pedestrian crossings and reconfigured curb returns at intersections are proposed at specific locations on Main Street/the realigned Highway 4 to make pedestrian movement safer and more inviting.

In order to provide for coordinated capital improvements and development of the area, plan lines for these new and modified streets and intersections must be adopted.

Downtown Parking

Parking Facilities

Existing public parking within the Downtown Core Area consists of approximately 100 non-marked curbside parking spaces located along Norcross Lane, Hall Street, O'Hara Avenue, Second Street north of Acme Street, and the north frontage of Acme Street. There are no existing off-street public parking lots in the area. Private off-street parking is limited by small parcel sizes and relatively high building coverages, particularly in the blocks south of Main Street. Parcels north of Main Street have significant undeveloped, vacant areas along the BNSF railroad line. Though current levels of on- and off-street parking are relatively low, the lack of opportunities for accessible shared parking will be a deterrent to new development in the area.

Basic parameters for creation of new shared public parking facilities are:

1. Parking facilities should be located within a one block walk of Main Street;
2. Parking facilities should not detract from the pedestrian-oriented character desired for the area, and;
3. Parking facilities should be sited on lands that otherwise are likely to remain underutilized.

As described in the "Revitalization Projects" section of the specific plan, a principal focus for shared parking is the area between the north frontage of Main Street and the proposed Downtown Transit Center. Shared parking in this location would allow new Main Street frontage development to proceed without the need for on-site parking and/or frontage driveways and curb cuts to be provided on a parcel-by-parcel basis. These parking areas could be established by reciprocal parking easements and/or acquisition and improvement by the City.

Another focus for new parking is the fire station site located along the west frontage of Second Street between Acme and Ruby Streets. This site is recommended for acquisition for public parking, with the fire station relocated to a site comparable in terms of access and emergency service requirements. Additional curbside parking will be provided along Main Street when it is reconfigured.

New on-street parking could include approximately 110 spaces along Main Street and 33 spaces along new connecting north-south street segments north of Main Street; see the "Downtown Parking Facilities" diagram. Surface lots north of Main Street would provide approximately 190 spaces. The current fire station site could provide approximately 65 surface parking spaces, or approximately 210 spaces in a 3-level structure. Although this site is not in the Downtown Core Area, it is immediately adjacent and would provide parking within a short walking distance of businesses in the Core's east end. Existing and proposed parking includes the following:

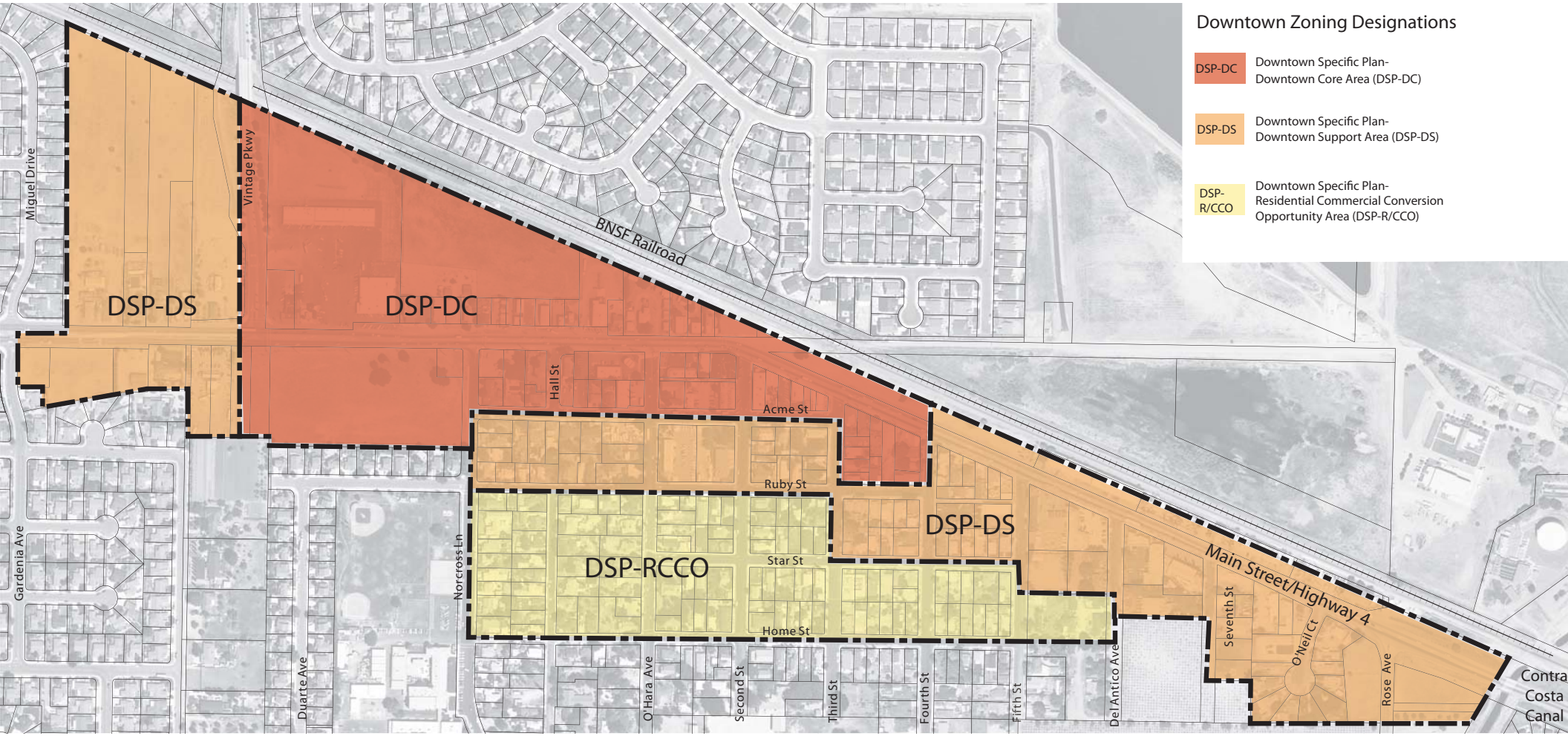
- Existing On-Street Public Parking Spaces 100
- Additional Planned Public Parking Spaces 525-670*
- Total Future Public Parking Spaces 625-770*

*Total with structure parking

At a shared parking ratio of 3 spaces per 1,000 square feet of commercial space, total planned surface parking could support a total of up to 208,000 square feet (626/3 x 1,000).

Parking In-Lieu Fee Program

The City should activate its parking in-lieu fee program, first established in conjunction with adoption of the Old Town Specific Plan in 1996. As part of the program, the City can waive on-site parking requirements for new retail commercial development and major building renovations or expansions. Instead, applicants pay an in-



Proposed Zoning

Figure 5.2

lieu fee for the required parking, with fees dedicated to acquisition, construction, and/or maintenance of shared public parking facilities. This program allows the City to work together with Downtown's many small property-owners to provide the parking needed to support new development.

Northern California cities that have similar in-lieu programs in place include Concord, Walnut Creek, Brentwood, Mill Valley, Mountain View, Palo Alto, and Berkeley. As part of adoption and implementation of this specific plan, the City of Oakley establishes a "Downtown Parking Overlay District," within which properties may elect to participate in the in-lieu fee program; see next section, Downtown Parking District Boundaries.

Parking in-lieu fees would be dedicated toward development of the shared off-street public parking facilities described above, and would be collected prior to or in conjunction with application for a building permit. Fees would be based on the real cost for providing required parking spaces, including land and construction, and would be updated by the City of Oakley on a regular basis to stay current. Costs would incorporate allowances for landscaping, lighting, ornamental fences and other amenities appropriate for a parking area in a pedestrian-oriented commercial district.

The cost for providing one surface parking space, excluding land, is currently estimated at $5,000. The cost for providing one structure parking space, excluding land, is $25,000. (The specific plan does not anticipate the need for structure parking in the near term, however, as noted above, most of the proposed surface parking areas could be redeveloped for structure parking in the future if justified by demand.)

At its discretion, the City of Oakley may waive or reduce the in-lieu fee parking requirements for an initial period of time to encourage new investment and development. As noted previously, there is not currently a parking shortage in Downtown, and new investment is a higher priority for the near term. Also at its discretion, the City may designate some properties as "parking exempt." This approach could be applied in cases in which, a) an applicant proposes to change an existing building use to a new use that has higher parking requirements, b) the existing site does not have land area available for parking or parking expansion, and/or, c) the existing building has an architectural form or features that contribute to the "Main Street" character desired for Downtown.

Parking District Boundaries

The Downtown Parking District boundaries are the same as those established for the Downtown Core Area. As depicted by the "Downtown Parking District Boundaries" map, the northerly boundary is the proposed shared parking area for new commercial development and the Downtown Transit Center; the southerly boundary is formed by Main Street, Acme Street, and a portion of Ruby Street; the east boundary is Third Street, and; the west boundary is the extent of storefront commercial development along Main Street.

Capital Projects Funding

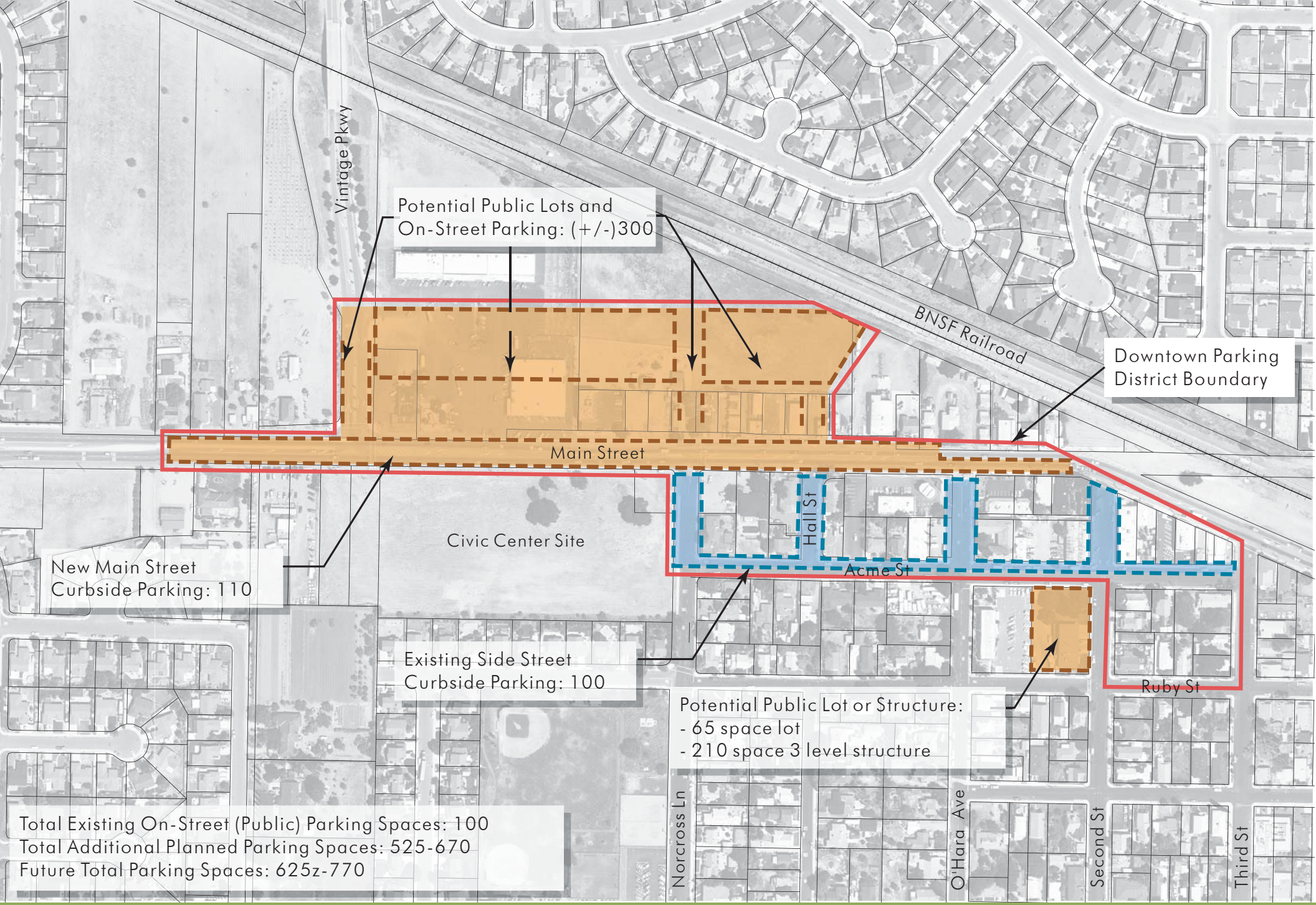
Though funding is planned to come from a variety of grant sources, Projects 1 through 4 will still need to be incorporated in the Oakley's five-year Capital Improvement Program (CIP) and managed by the City's Engineering Department.

Grant Funding

As noted above, the City alone will not be able to fund all proposed downtown projects. However, there are a range of grant programs available for the kinds of transportation and urban livability projects proposed by the Downtown Specific Plan. In the coming years the Community Development and Engineering departments will work together to apply for grant funds needed to implement the projects.

Potential grant program/funding sources include the following:

- **Metropolitan Transportation District (MTC) Transportation for Livable Communities Program (TLC)**: This program provides funds for capital improvements, planning assistance, and community outreach.
- **Federal Transportation Enhancements Authorization (TEA-21)**: This program typically funds bicycle and pedestrian transportation projects.



Downtown Parking Facilities

Figure 5.3

- **FTA Livable Communities/TEA-21 Earmark**: This program funds transit station area improvements that promote pedestrian access, public safety, and station area activity.
- **Transportation Development Act, Article 3**: This program funds alternative transportation projects, with an emphasis on bicycle and pedestrian circulation.
- **Transportation Fund for Clean Air (BAAQMD)**: This program is administered by the Bay Area Air Quality Management District (BAAQMD), and focuses on bicycle circulation as an alternative to vehicular use; pedestrian improvements are not funded by this program.
- **Transportation Fund for Clean Air (CMA)**: This program is administered by the Contra Costa Transportation Authority (CCTA). Unlike the BAAQMD program, however, the CCTA program does fund streetscape improvements that facilitate pedestrian access to transit.
- **Community Development Block Grant (CDBG) Program**: This US Department of Housing and Urban Development (HUD) program provides annual grants to States. States in turn award grants to local governments to carry out a range of development-related activities and efforts, based on State-defined priorities and criteria. CDBG-funded projects must benefit low- and moderate-income populations and/or prevent or eliminate blight, and must incorporate citizen participation.

Local Funding

A number of the grants require that improvements be coupled with transit planning efforts and/or a local funding "match." Many, however, require a strong transit component, and links from Downtown Oakley to future BART and/or other fixed rail systems are speculative. Bus service provided by Delta Transit will be the only transit mode serving downtown for the foreseeable future.

Given match requirements and the uncertainties generally associated with grants, City-based funding approaches will need to be maximized. Options include development fees to fund improvements that benefit new development. For example, traffic impact fees could be used to assist the funding of traffic calming and pedestrian safety improvements. Capital improvements could also piggy-back on basic road maintenance projects funded by the State Gas Tax. Exactions should be required from new development for directly-related capital improvements such as frontage curbs, walks, and streetscape amenities.

Priorities

Projects that have multiple benefits – such as traffic calming and enhanced pedestrian access – are generally the most likely to receive grant funding. Projects that have the biggest visual impact and do the most to encourage new investment are most effective for promoting downtown revitalization. Therefore, the top priorities are street-related projects that improve the appearance of Main Street, establish the perimeter for new development projects along the northerly frontage, and improve pedestrian safety and comfort. These are:

1. Main Street-Vintage to Second
2. East Main Street-Second to Fourth
3. East Main Street-Fourth to Rose

Second level priorities are those projects that require significant coordination with other entities, and/or are geared to longer term development and funding time frames. These are:

4. Train Station
5. Downtown Side Streets

Site Redevelopment Projects

In addition to participation in the funding of capital improvements, the City will facilitate new development in the Downtown Specific Plan area. Agency efforts are important in order to encourage developments that meet the City's objectives but also ensure that it meets the objectives of the entities that provide grant funding is more likely if it is linked to complementary new development.

Similar to recommendations for capital improvement projects, there are two levels of priority for property redevelopment. The first priority is for those projects that are highly-visible and could proceed in the

near term because land is currently vacant. As noted in Chapter 2, these sites are:

1. City Hall Site (Phase I completed 2005; Phase 2 completed 2007; Phase 3 pending)
2. CentroMart Frontage (Now Grocery Outlet, completed)
3. East Main Street Sites
4. Infill Sites

With respect to Oakley Plaza, the City will work with the owners to explore early actions to develop the property consistent with the Downtown Specific Plan; e.g., redeveloping additional commercial space along the Main Street frontage adjacent to CentroMart. Similarly, the City will work with the BNSF Railroad to establish ROW and gain developable property along the northerly frontage of Main Street east of Second Street.

Administration of the Specific Plan

A major goal for this planning process is to revive Oakley's Downtown and once again establish this area as a destination for the community and its visitors. The following responsibilities, mechanisms, and procedures will be necessary to review, monitor, coordinate, and integrate the development with the Downtown Specific Plan area.

Development Application and Review Process

All development within the Downtown Specific Plan area requires a Development Plan Application (DPA). Compliance with the Downtown Specific Plan's policies, standards, and guidelines is a condition of approval of a DPA. Before project planning and design begins, applicants are urged to meet with Community Development staff to clarify how the Plan's design and development guidelines apply to the property and/or proposed project, and to review items that must be submitted for a complete Planned Development application.

An applicant should first identify which downtown subarea the property is located within, and refer to the applicable section in the Plan's Development Standards for information on preferred land uses and other development program-related guidelines. These address items such as setbacks, height limits, and parking. Next, an applicant should review the Design Guidelines for information related to the specific type of building planned, as well as proposed landscaping, sign design, and lighting.

Once applicants are acquainted with the Guidelines, two steps are recommended:

1. The applicant should submit a Pre-Application (PA) City staff for review. The Concept Plan may consist of diagrammatic sketches and tracings sufficient to communicate the applicant's basic intentions. Concept Plans shall be to-scale and must be at a minimum indicate building heights, entrances, basic site layout,parking supply and configuration, access to on-site parking, and off-site building relationships. A Pre-Application does not constitute a formal application. City staff will review and comment on the PA prior to the applicant submitting a formal DPA, during which time the applicant shall meet and confer with City staff about refinements to the PA.

2. Depending upon results of the Pre-Application Review, applicants may elect to continue refining plans with City staff, or proceed to prepare and submit a DPA and start the formal application process. Plan refinement with City staff is strongly recommended as a means to work out inconsistencies with the Downtown Specific Plan prior to submitting a DPA.

Specific Plan Consistency

It is the intent of this document that any development application, use permit, or other use entitlement shall be consistent with the Downtown Specific Plan, as well as the applicable provisions of the Oakley General Plan and zoning regulations.

Any future Downtown Specific Plan changes (both minor and major amendments) found to be inconsistent with the Oakley General Plan would require the adoption of a General Plan Amendment. Any regulation, condition, or portion of the Downtown Specific Plan held invalid by a California or Federal court shall be deemed a separate, distinct, and independent provision; but shall not affect the validity of the remaining parts of the Downtown Specific Plan.

Specific Plan Amendment

During the Oakley City Council's review and approval of development applications, minor deviations from the Downtown Specific Plan that do not require an amendment to the plan may be allowed, provided that the project is consistent with the stated intent of the Downtown Specific Plan and the Oakley General Plan.

If a project applicant proposes a development that is not in line with the development standards or design guidelines contained in the Downtown Specific Plan, the City may approve a variance. A variance may only be approved if the required findings are met as provided for in the Zoning Code and does not substantively differ from the intent of the Downtown Specific Plan.

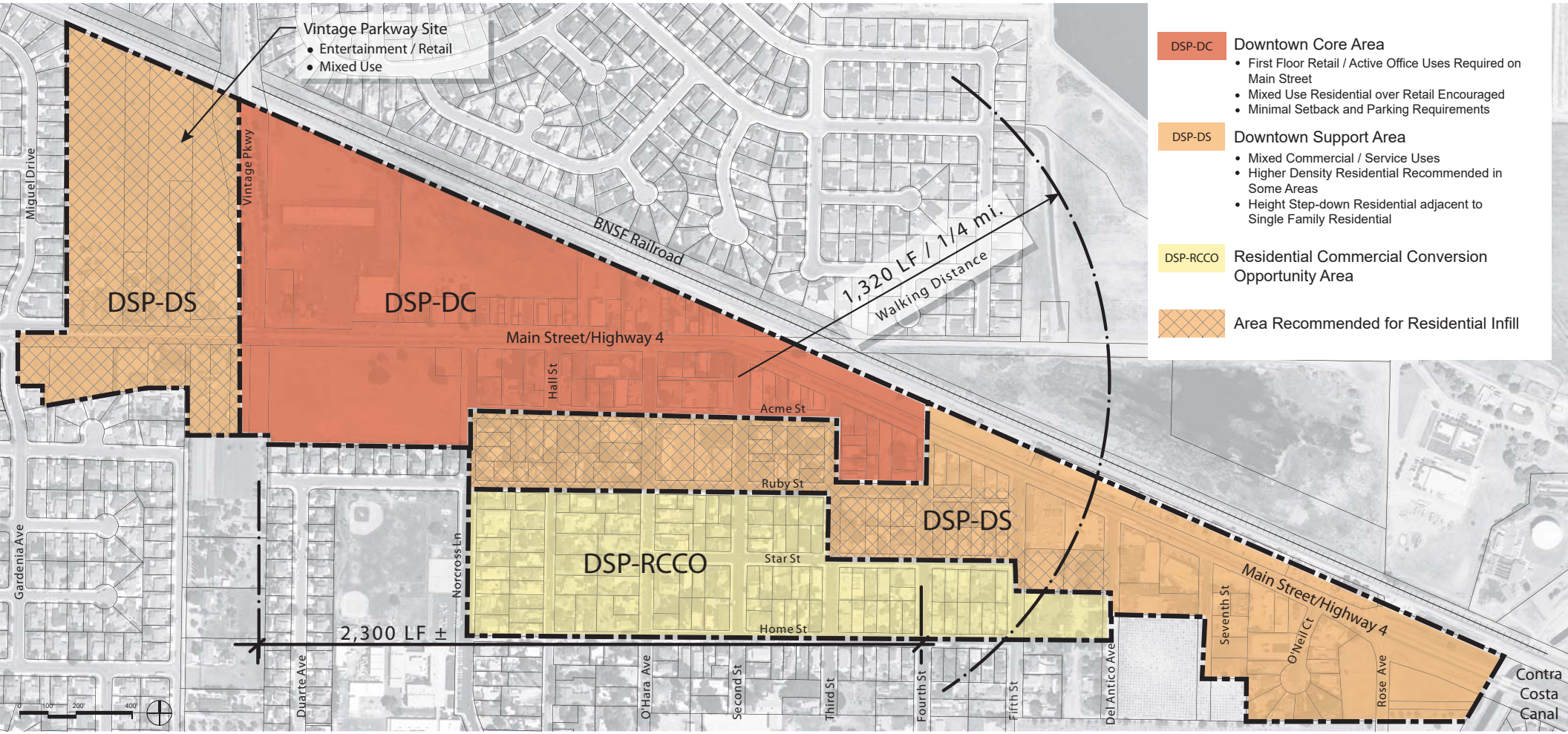
A developer, property owner, or the City may also request more substantive amendments to the Downtown Specific Plan. Any and all Downtown Specific Plan amendments shall be processed in accordance with City Ordinances, and presented in a public hearing prior to City Council action on the proposal. The Downtown Specific Plan amendment process is similar to the process to amend the General Plan. Therefore, major Amendments may require an accompanying General Plan Amendment and Zoning Code revision. All amendments are subject to CEQA and shall be reviewed for potential environmental effects. If it is determined that additional environmental impacts beyond those identified in the Downtown Specific Plan EIR will occur, additional environmental documentation may be required.

Vacant Sites and Buildings

Vacant, unimproved sites and buildings should not be permitted within the Downtown Specific Plan area for periods exceeding six months, unless such sites and/or buildings are actively for sale. Formal listing with a real estate broker, for-sale signs, and/or other similar criteria shall be met to indicate that property is for sale. Vacant sites should be improved with interim landscaping subject to approval by the Community Development Director. The applicant shall submit interim landscape and/or other improvement plans for lots that will remain vacant beyond a six month period for review and approval by the Community Development Department. A conditional use permit is not required for such a change in use. Vacant buildings shall be demolished and sites cleared and improved as noted above, provided the building is not deemed a "contributing" building site under the Oakley Historic Preservation Ordinance.

DEVELOPMENT STANDARDS & DESIGN GUIDELINES

6



Downtown Specific Plan Subarea Map

Figure 6.1

Development standards and design guidelines shape new investment to fulfill Oakley's desire for an attractive, pedestrian-oriented downtown. Development guidelines address aspects of development that are essential for achieving the goals of the Downtown Specific Plan. They are detailed recommendations for land use, building height, setbacks, and parking. Development standards are organized according to the "Downtown Core", "Downtown Support", and Residential/Commercial Conversion Opportunity (R/CCO) area.

Design guidelines address more subjective aspects of development, such as building form, architectural detailing, and site landscaping. Guidelines are organized by type of development – e.g., commercial or residential. They are listed according to their level of detail; for example, design guidelines for building massing are first, design guidelines for paint colors are last.

The use of the words "shall" and "will" indicate mandatory items while "should" means that an action is required unless the intent is secured through other means. Words such as "encouraged" and "may" are advisory, but should be addressed and incorporated to the maximum extent possible.

To use the guidelines, applicants should:

1. Find the property in question on the Downtown Specific Plan subarea map on the facing page, and refer to the standards for the subarea in which the property is located.

2. Refer to the guidelines for the type of development planned, site landscaping, and signs.

Development Standards

The Oakley 2020 General Plan Land Use Element contains policies for a (CD) Commercial Downtown land use designation that encourages mixed use development. Initial general plan development standards are a maximum site coverage of 70%; maximum building height of 50 feet; and a maximum floor area ratio (FAR) of 1.0. These basic standards are incorporated in the Downtown Specific Plan, with qualifying policies for special conditions and areas as needed.

The type, distribution, and extent of land uses within the Downtown Specific Plan area reflect the goals and objectives listed in Chapters 1 and 2. The Downtown Plan Areas map is based on Chapter 2's Revitalization Strategy Map, with three basic land use subareas:

1) the "Downtown Core," extending along the frontage of Main Street from Vintage Parkway to Second Street; 2) "Downtown Support," which borders the Downtown Core on the north, south, east and west, and; 3) the "R/CCO Area," which extends south from the Downtown Support area to Home Street, between Del Antico Avenue on the east and Norcross on the west.

The Downtown Core is planned as a walkable, high amenity area with specialty-oriented first floor businesses. Downtown Support Areas contain businesses that do not compete with the Core, with somewhat less amenity-oriented forms of development. The Downtown Core Area requires pedestrian-oriented development; the Downtown Support Area encourages but does not require it. Both land use designations encourage mixed-use development. As noted by the Plan Areas map, the "Vintage Parkway Site" is a special case with its own land use and development policies. The R/CCO Area allows for renovation of existing residential structures and sites for commercial uses, provided the neighborhood scale and character of the area is preserved.

Downtown Core Area

A. **LAND USE** - Multi-story buildings are encouraged and shall incorporate active first floor uses. If a use is not listed below, it may still be consistent with the Downtown Specific Plan objectives as

determined by the Community Development Director, given the site context and/or the specifics of the development proposal.

Preferred Ground Floor Uses

1. Retail sales - storefront-scale commercial space is strongly encouraged; at least 60% of the gross square footage should generate sales tax revenue.
2. Eating and drinking establishments
3. Nighttime entertainment uses
4. Performing arts theaters and cultural facilities
5. Public and quasi-public or institutional uses - that create high levels of pedestrian activity.
6. Hotels
7. Mixed use - is strongly encouraged, with office or residential above the Downtown Core uses listed above.
8. Personal services
9. Recreation, commercial/indoor
10. Parking Facilities
11. Emergency shelters - as defined by Senate Bill (SB) 2, located on the Civic Center property.

Upper Floor Uses

12. Office - administrative, business, medical, and professional
13. Residential - at densities determined on a case by case basis, but a maximum density of 35 units/acre.
14. Studios, photographers, and artists
15. Instructional Schools
16. Ground floor uses - as listed above and as appropriate

B. **DEVELOPMENT INTENSITY** – Maximum FAR should be 1.0.

C. **BUILDING HEIGHT** – as measured from adjacent sidewalk to base of parapet or eave line of pitched roof should be as follows:

1. Maximum building height - Four floors and/or 50 feet.
2. Maximum height exceptions – subject to City review:



Special architectural features such as towers and turrets are recommended and will be considered for height exceptions.



Pitched roofs may exceed height limits if gable or other non-shed roof types are used.





New commercial buildings shall have street-facing main entrances. The building above was re-oriented from the adjacent parking lot to Main Street through the use of a raised porch entryway.

a. Above subsurface parking – Building may exceed the maximum height by 5 feet; subsurface structures should extend no higher than 5 feet above finished grade. However, at-grade first floor commercial space should be provided along the Main Street frontage.

b. Pitched roofs – may exceed height limits provided they are gable or other non-shed roofs.

c. Special architectural features – such as towers, turrets, atriums, ornamental parapets may exceed height limits. However, these features may comprise no more than 1/3 of the overall length of the building façade(s).

d. Rooftop Structures - such as elevator and mechanical equipment enclosures or roof deck trellises and gazebos. These may exceed the height limit by 10 feet, provided they are screened by a parapet or a pitched roof.

3. Minimum building height – should be 20 feet to create well-defined street spaces.

D. **BUILDING ORIENTATION** - All Downtown Core sites shall provide buildings that abut and parallel adjacent streets. Every such building and tenant space shall provide its main entrance directly on a public street.

E. **FRONT SETBACKS** - Front setbacks shall be zero (0) feet. The first and second floors of all buildings shall be built-to and parallel with street front property lines. For corner sites and properties that extend through an entire block - i.e., from street to street - front setback requirements apply to all street frontages.

1. Corner buildings – The corner may be “cut back” up to 6 feet along side frontages to create a diagonal at the ground level and/or at upper levels.

2. Special architectural features – bay windows, turrets, decorative roofs, and miscellaneous entry features not parallel to street frontages:

   a. May occupy – up to 50% of street façade width;

   b. May project – up to 3 feet over property lines, and must be no less than 12 feet above the highest point in the sidewalk over which they project.

F. **SIDE SETBACKS**

1. Minimum – shall be zero (0) feet. If a building is setback from a side property line, at least 4 feet should be provided for an access passage.
2. Maximum – shall be 15 feet; in general, side setbacks of up to 15 feet should only be used to accommodate access driveways to parking areas and EVA's.

G. **REAR SETBACKS** – as measured from abutting properties.

1. Minimum – shall be 10 feet.
2. Parcels adjacent to public parking lots and driveways – minimum shall be 5 feet.

H. **SITE ACCESS**

1. Pedestrian access - Every building and tenant space shall provide a main entrance directly to the adjacent frontage sidewalk.
2. Driveways/curb cuts - shall be minimized. Shared parking lots and driveways are encouraged to reduce the need for curb cuts along street frontages.
   a. Maximum number - shall be 1 two-way curb cut or 2 one-way curb cuts per building.
   b. Maximum width - shall be 12 feet for a one-way driveway and 24 feet for a two-way driveway.
   c. Driveway setbacks - shall be a minimum of 5 feet from adjacent properties.
3. Service areas and access drives - will be centralized and shared wherever possible and accessed from side or rear parking areas. Service areas, including dumpsters and similar facilities, shall be screened by architectural walls, fencing, and/or planting as appropriate and per the recommendations of the City of Oakley Commercial Design Guidelines.

I. **PARKING**

1. Minimum requirements - Shared or "blended" parking standards are recommended to encourage higher density development in the Downtown Core.



Building corners may be cut back to accent a corner entrance.

   a. Non-residential - minimum 3 stalls per 1,000 square feet. Curbside on-street parking will be counted toward parking requirements.
   b. Residential - minimum 1 stall per unit (1 or 2 bedroom); another .5 space for each additional bedroom above 2 bedrooms for multifamily projects; or an additional space for 3 bedrooms for any single units.
   c. In-lieu fees - The City may consider waiving on-site parking requirements for new commercial development in the Downtown Core area for up to five years. After this initial period, instead of providing parking directly applicants may pay an in-lieu fee for the required parking, with fees dedicated to acquisition and construction of shared public parking facilities.
2. Location of surface lots - shall be to the side or rear of buildings, not in front. Broad expanses of parking are not consistent with the character desired for the Downtown Core, and width of parking areas between frontage buildings shall not exceed 80 feet.
3. Parking lot frontages - shall be screened with an attractive low fence or wall that relates to the materials of the principal

building; walls or fences should be a minimum of 32 inches and a maximum of 42 inches in height.

4. Parking areas shall be planted - with shade trees at a minimum ratio of 1 tree for every 4 parking stalls; higher ratios are recommended. Trees should be evenly distributed in an "orchard" or other planting arrangement to provide even shade throughout the area.

J. **LANDSCAPING AND SCREENING**

1. Sidewalks and street trees - a sidewalk minimum width of 12 feet shall be provided along all street frontages. Shade trees shall be planted at curbside approximately 50 feet on center. Street lights shall be installed at approximately 100 feet on center
2. Trash and service equipment - including satellite receiving dishes shall be located away from street(s) and enclosed or screened by landscaping, fencing or other architectural means.



Parking lot frontages should be screened from adjacent streets with an attractive low wall or fence.

Downtown Support Area

A. **LAND USE** - A mix of commercial and infill residential development is encouraged, consistent with the preferred distribution indicated on the Downtown Specific Plan Subarea map. If a use is not listed below, it may still be appropriate if consistent with the Downtown Specific Plan objectives as determined by the Community Development Director given the site context and/or the specifics of the development proposal.

1. Personal services
2. Printing and publishing
3. Recreation, commercial/indoor
4. Specialty food retail
5. Specialty goods retail
6. Offices - administrative, business, medical and professional
7. Eating and drinking establishments
8. Studios, photographers and artists



Parking areas shall be planted with shade trees at a minimum ratio of one tree per four parking stalls. The "orchard" arrangement shown above creates an even tree canopy.

9. Wholesale-certified recycler
10. Nighttime entertainment uses
11. Movie theatres
12. Parking facilities
13. Public and quasi-public or institutional uses
14. Quality goods and services
15. Residential - density shall be determined on a case-by-case basis as part of the Conditional Use Permit (CUP) process; the distribution shall be as indicated on the Subarea Map.
    a. Railroad frontages: Due to noise and vibration associated with the adjacent BNSF railroad line, residential development should not be permitted along the north Main Street frontage east of Second Street.
16. Child care facilities
17. Instructional schools
18. Vibration sensitive uses - such as certain types of repair shops and computer-related technologies are not recommended for properties abutting the BNSF railroad.
19. Special condition: Vintage Parkway site – This is a special development opportunity site. Given the right land use mix and urban design approach, it has the potential to provide a major boost to Downtown's revitalization.

    Development scenarios for the site must have strong physical and economic relationships to the Core. Scenarios that would be considered include:

    a. Residential - Given noise and vibration issues, residential maybe considered only if located 150 feet or more from the BNSF rail line. Densities shall be considered on a case-by-case basis, but a maximum density of 16.7 units/acre.
    b. Entertainment retail - cinemas and associated shops and restaurants.
    c. Mixed use - horizontal or vertical, combining office with entertainment retail and/or other Downtown Support uses as appropriate.

B. **DEVELOPMENT INTENSITY** - Maximum FAR should be 1.0



The appearance of Downtown buildings and street frontages need to be significantly improved. Auto services will not remain part of Downtown Oakley's land use mix.



Structured parking is provided on the second and third floors of this Walnut Creek commercial development.

C. **BUILDING HEIGHT** – shall be measured from sidewalk to base of parapet or leave line of pitched roof should be as follows:

1. Maximum building height - Four floors and/or 50 feet; building height should step down adjacent to existing residentially developed properties, as noted under 5, below.
2. Exceptions – subject to City review:
   a. Above subsurface parking – Buildings may exceed the maximum height by 5 feet; subsurface structures should extend no higher than 5 feet above finished grade.
   b. Pitched roofs – may exceed height limits provided they are gable or other non-shed roofs. Single pitch roofs may be excepted if architecturally designed.
   c. Special architectural features – such as towers, turrets, building entry volumes, or ornamental portions or parapet walls. These portions should comprise no more than 1/3 of the overall length of the building façade(s).
   d. Rooftop structures – such as elevator and mechanical equipment enclosures, or roof deck trellises and gazebos; these may exceed the height limit by 10 feet, provided they are screened by a parapet or a pitched roof.
3. Minimum building height – shall be 20 feet to create a well-defined street space.
4. Accessory buildings – shall be 12 feet in height if setback 12 feet or more from side and rear property lines; they shall be a maximum of 8 feet in height if located closer than 12 feet to side or rear property lines.
5. Adjacent to single family areas - Building height shall step down adjacent to existing single family residential development and/or properties designated by the City for single family residential development. Third and fourth floors shall be a minimum of 35 feet from single family properties.

D. **BUILDING ORIENTATION** - The main entrance to all buildings shall be located on the front building façade or a fronting building corner.

1. Minimum frontage - for all buildings shall be 1/3 the length of the parcel frontage.
2. Relationship to frontage - a minimum of 2/3 of the front building façade shall be parallel to the street right-of-way.
3. Garage doors and service bays - shall be located on the rear or side of buildings, not on the front.

E. **FRONT SETBACK**

1. Minimum - shall be zero (0) feet from the back of walk along Main Street.
2. Maximum - for landscaping related residential use shall be 10 feet along Main Street and 20 feet along side streets. Parking may be permitted between buildings and the street frontage.
3. Single family residential setback shall be 15 feet minimum on streets other than Main Street

F. **SIDE SETBACKS**

1. Minimum – shall be 10 feet, or 5 feet minimum for single family residential on streets other than Main Street

G. **REAR SETBACKS** – as measured from abutting properties.

1. North side Main Street – minimum shall be zero (0) feet.
2. South side Main Street – minimum shall be 15 feet for buildings up to two stories.
   a. Third and fourth stories – shall be setback a minimum of 35 feet from the rear property line if abutting residentially-developed or planned properties.
3. Parcels adjacent to public parking lots and driveways – minimum should be 5 feet.
4. Single family residential setback shall be 10 feet minimum on streets other than Main Street

H. **SITE ACCESS**

1. Pedestrian access - in the form of a walkway shall be provided from the Main Street sidewalk directly to the main building entrance; i.e., pedestrian access to building entrances should not require walking across a parking lot.
2. Driveways/curb cuts

a. Maximum number - shall be 1 two-way curb cut or 2 one-way curb cuts per building.

b. Maximum width - shall be 12 feet for a one-way driveway and 24 feet for a two-way driveway.

c. Driveway setbacks - shall be a minimum of 5 feet from adjacent properties.

3. Service access - shall be from side or rear parking areas.

I. PARKING

1. Minimum requirements - Reduced parking requirements are recommended to encourage higher density development adjacent to the Downtown Core.

   a. Non-residential - 4 stalls per 1,000 square feet for first floor space; 3 stalls per 1,000 square feet for upper floor space.

   b. Residential - minimum 1 stall per unit (1 or 2 bedroom); another .5 space for each additional bedroom above 2 bedrooms for multifamily projects; or an additional space for 3 bedrooms for any single units.

2. Location of surface lots - will be to the side or rear of buildings, not in front. Broad expanses of parking are not consistent with the character desired for Main Street, and width of parking areas/distance between frontage buildings shall not exceed 180 feet.

3. Parking lot frontages - shall be screened with an attractive low fence or wall that relates to the materials of the principal building; walls or fences should be a minimum of 32 inches and a maximum of 42 inches in height.

4. Parking areas should be planted - with shade trees at a minimum ratio of 1 tree for every 4 parking stalls. Trees should be evenly distributed in an “orchard” or other planting arrangement to provide even shade throughout the area.

J. LANDSCAPING AND SCREENING

1. Main Street - north side sidewalk/street trees - A front sidewalk/setback a minimum 12 feet wide should be provided. A curbside planting strip a minimum of 4 feet wide shall be established, with shade trees.



Building entrances shall be located on the front building façade or a fronting building corner.



Street trees shall be included along all street frontages.

2. Acme, Ruby, and other streets - Shade trees shall be installed curbside at approximately 30 feet on center. Street lights should be installed at approximately 120 feet on center. Parking pockets, with curbside tree planters located between parking stalls, are recommended for larger scale projects.
3. Trash and service equipment - Including satellite receiving dishes shall be located away from street(s) and enclosed or screened by landscaping, fencing or other architectural means.

Residential/Commercial Conversion Opportunity Area

A. **LAND USE** - Commercial uses occupy buildings according to the objectives of the R/CCO designation, subject to case-by-case City review. Ideally, the R/CCO subarea would remain primarily residential, with a mix of some offices and commercial businesses in renovated residential buildings. The underlying architectural character of the area should be conserved; i.e., existing buildings should be renovated, not demolished; mature trees should be preserved, and; commercial activities should not create parking demand that impact adjacent residents. Current height limits and other related development regulations shall apply. Possible businesses may include:

1. Small scale retail - gifts, crafts, and other materials consistent with RCCO objectives
2. Eating and drinking establishments
3. Offices - administrative, business, medical and professional
4. Residential - Single family and Multi-unit lots - a maximum density of 16.7 units/acre.
5. Studios: photographers and artists
6. Bed & Breakfast facilities

B. **BUILDING ADDITIONS** - Building additions and/or other renovations are anticipated in order to accommodate new commercial uses. The forms and materials e.g., siding, windows, roofs should match or complement those of the existing building. Existing buildings should upgrade with fresh paint and material refurbishment as appropriate. Floors may need to be upgraded structurally to accommodate commercial equipment, and applicants should address this issue as part of the City review process.

C. **SETBACKS**

1. Front Setback shall be 15 feet minimum
2. Side Setback shall be 5 feet minimum
3. Corner Side Setback shall be 10 feet minimum
4. Rear Setback shall be 10 feet minimum

D. **SITE ACCESS**

1. Pedestrian access - Every building and tenant space should retain a main entrance directly to the adjacent frontage sidewalk. If access ramps are required they must meet ADA standards and should be located at side entrances to existing buildings so that existing front porches may be retained.
2. Driveways/curb cuts - should be minimized. Shared parking areas and driveways are encouraged to reduce the need for curb cuts along street frontages.
   a. Maximum number - shall be 1 curb cut per building.
   b. Maximum width - shall be 12 feet.
   c. Driveway and parking area setbacks - Widened and/or new driveways shall be a minimum of 5 feet from adjacent properties. Rear or sideyard parking areas shall be a minimum of 8 feet from adjacent properties. No parking areas other than existing driveways shall be located closer to frontage streets than the existing building; i.e., front yards shall not be converted to parking areas.
3. Service areas - shall be accessed from existing driveways only. Service areas, including dumpsters and similar facilities, shall be screened by attractive architectural fencing, and/or planting as appropriate.

E. **PARKING**



Trash enclosures should reflect the materials of the principal building.

1. All commercial uses - minimum 3 stalls per 1,000 square feet. Curbside on-street parking should be counted toward parking requirements.
2. Location of surface parking areas - shall be to the side or rear of buildings, space permitting, not in front.

F. **LANDSCAPING AND SCREENING**

1. Sidewalks and street trees - A sidewalk with a minimum width of 8 feet shall be provided along all street frontages. Shade trees shall be planted at curbside approximately 30 feet on center; a minimum of 2 street trees shall be provided and/or retained per property.
2. Trash and service equipment - including satellite receiving dishes shall be located away from street(s) and adjacent properties, and enclosed or screened by landscaping, fencing or other architectural means.
3. Parking areas shall be planted - with shade trees at a minimum ratio of 1 tree for every 3 parking stalls. Trees should be evenly distributed in an “orchard” or other planting arrangement to provide even shade through out the area and to screen parking areas from adjacent properties.

Design Guidelines

Commercial Development

Description - Commercial buildings should abut street frontages. Building entrances shall be located on the front building façade or a fronting building corner. Buildings should incorporate breaks in building mass that reflect the parcel sizes typical of Downtown Oakley. Entrance drives and main building entrances should be highlighted by taller architectural forms that accommodate building-mounted signs. Windows should be located in recessed openings and/or window groupings or bays.

A. **BUILDING MASSING** - The basic form of a building is created by its three-dimensional characteristics, or massing. Different combinations of building mass should be used to compose building form. For example, masses may be singular -- such as a tall or projecting mass in the center of a building to mark a main entrance -- or varied to reflect the forms of adjacent development. Attention to massing is particularly important for freestanding buildings anticipated in the Downtown Support Area; this is less important in the Downtown Core, where a consistent “streetwall” of buildings is desired.

To promote a traditional scale of building, building mass and/or façade composition should vary in modules of 50 feet or less for smaller-scale buildings, and 100 feet or less for larger-scale buildings (e.g., offices, big box retail). This module may be created in a number of ways: changes in roof line and window groupings, projecting or recessing wall surfaces, and/or the placement of piers and columns.

1. Ground-level façade - Façade building bays and/or storefronts should be approximately 25 feet in width. Buildings with a longer frontage should have a vertical architectural feature - column, pier, etc. - approximately every 25 to 30 feet to reflect the structural bay spacing. The smallest feasible spacing of doors, windows, piers, and other features is recommended.






Door and window openings should be aligned and composed vertically. In general, first floor windows should be larger than upper floor windows.

2. Special architectural features - such as gables, turrets, towers, and loggias should be used to accent buildings at major street corners, at the terminus of a street corridor, lane, or pedestrian way, at driveway entrances, and/or at other highly-visible building locations.

B. **FAÇADE COMPOSITION** - Every building should have a defined base, a clear pattern of openings and surface features, a recognizable entry, and an interesting roofline.

1. Building base - This may be as simple as a small projection of the wall surface and/or a different material or color, such as a tile panel for a storefront building. It may be created by a heavier or thicker design treatment of the entire ground floor for a building of two or more floors, or by a setback of the upper floors.
2. Pattern of windows, doors, and surface features - Windows, doors, wall panels, pilasters, building bays, and storefronts should be based on a module derived from the building's structural bay spacing. Features based on this module should be carried across windowless walls to relieve blank, uninteresting surfaces.

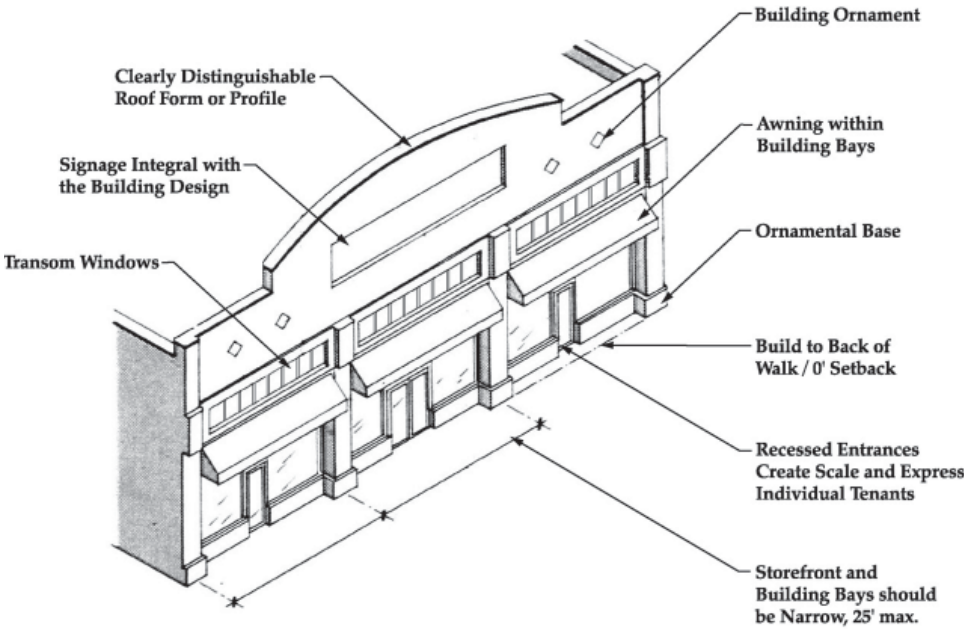
   Door and window openings should be aligned and composed vertically to create an interesting and attractive façade. In general, first-floor window openings should be larger, with upper-floor window openings smaller and somewhat different, yet complementary, in form.
3. Side and rear building façades - should have a level of trim and finish compatible with the front façade, particularly if they are visible from streets, adjacent parking areas, or residential buildings.
4. Blank wall areas - Surface relief should be provided consistent with the ground-level façade, building massing, and façade composition guidelines. Decorative vines, trellises, architectural murals, and/or other surface enhancements should also be considered.
5. Building entrances - should be prominent and easy to identify:
   a. Main building entrances - should be easily identifiable. At least one of the following treatments is recommended:
      i. The entrance is marked by a taller mass above, such as a tower, and/or within a volume that protrudes or is recessed from the rest of the building surface;
      ii. The entrance is located in the center of the façade, as part of a symmetrical overall composition;
      iii. The entrance is accented by architectural elements, such as columns, overhanging roofs, awnings, and ornamental light fixtures;

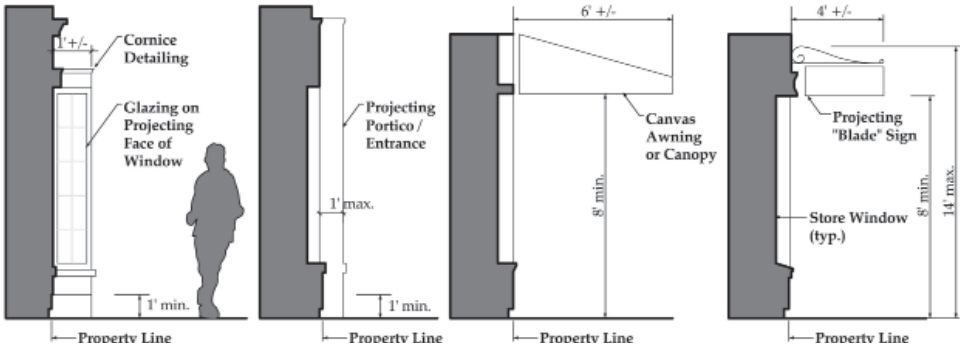
iv. The entrance is marked or accented by a change in the roofline or change in the roof type.

b. Corner buildings - should provide prominent corner entrances for shops or lobbies and other activity-generating uses; this includes building corners adjacent to parking lot entrance drives.

C. **STOREFRONTS** - should be like small buildings with their own base, roofline, and pattern of window and door openings.

1. Base - a panel of tile or other special material is recommended below display windows. Materials other than wood recommended for walls in Section D, below, are generally suitable. Base materials should be the same or “heavier”materials visually than walls above. Ceramic tile is recommended as a storefront base. Dark tile with light stucco is an effective combination. Different colors and sizes of tile may be used for decorative effect.
2. Display windows - Large pane windows encompassing a minimum of 66% of the storefront surface area are required. Where privacy is desired for restaurants, professional services, etc., windows should be divided into smaller panes.
3. Transom windows - are horizontal panels of glass above the storefront and/or between the first and second floors. They are a common element of traditional “main street” buildings, and are recommended for all new and renovated storefronts. Transom windows can be good locations for neon, painted-window, and other relatively non-obtrusive types of signs.
4. Recessed entries - are recommended as another traditional element of the storefront. Recommended treatments include:
   a. Special paving materials - such as ceramic tile;
   b. Ornamental ceilings - such as coffering; and,
   c. Decorative light fixtures.
5. Doors - are the part of a storefront that patrons invariably touch and feel. They should be attractive and match the materials, design and character of display window framing. “Narrow line” aluminum frame doors are not allowed.
6. Ornamental/architectural lighting - is recommended for all storefronts.





Storefront Design Elements

Figure 6.2

D. **WALL SURFACE MATERIALS** - The palette of wall materials should be kept to a minimum, preferably a maximum of two materials (e.g., stucco and tile, brick and concrete). Using similar materials as attractive adjacent or nearby buildings helps strengthen district character. If the building mass and pattern of windows and doors is complex, simple wall surfaces are preferable (e.g., stucco); if the building volume and the pattern of wall openings are simple, additional wall texture and articulation should be employed (e.g., bricks or blocks, rusticated stucco, ornamental relief).

Pilasters, columns, and cornices should be used to add visual interest and pedestrian scale. Consistent with the traditional storefront environment desired for downtown Oakley, modernist glass and steel buildings are not recommended. However, such buildings and materials may be considered if they adhere to other guidelines as appropriate.

1. Wood shingles, clapboard, and batten board - All wood wall and trim surfaces should be painted. Natural and/or stained wood surfaces are appropriate for less developed, more rural areas, not Downtown.
2. Stucco - both stucco and/or painted stucco may be used in order to reduce maintenance; elastomeric type coatings should be used for painted surfaces. Stucco surfaces should be smooth to prevent the collection of dirt and surface pollutants, and the deterioration of painted surfaces.
3. Precast concrete - Options in form work, pigments, and aggregates should be explored to create rich surfaces. Ceramic tile, stone and other accent materials are recommended for decorative effect.
4. Ceramic tile -may be used as an accent material.
5. Note on parapet and cornice cap flashings: Sheet metal parapet cap flashings shall be painted to match wall or trim color. Select minimum gauge of 26 to avoid “oil canning” distortion in the metal.
6. Not appropriate:
   a. Plywood siding - e.g., T-150



Highlighting building bays with pilasters adds interest to a simple building form.



Built-up cornices, sills, and other ornamental features should be used to add pedestrian scale and interest to simple wall surfaces.

b. Concrete block - unless used for side or rear elevations not visible from adjacent streets or buildings. In such instances, decorative split-face block should be used.

E. **WINDOWS** - are an important element of building composition and an indicator of building quality.

1. Window-to-wall proportion - In general, upper stories should have a window-to-wall area proportion (typically 30 - 50%) that is smaller than that of ground-floor spaces and/or store-fronts.
2. Window openings - should generally be vertical (i.e., higher than wide) in orientation, or square; if square, window panes should be square or vertical in shape. Strongly horizontal rib-bon" or "wraparound" office windows are not consistent with the character desired for Downtown Oakley.
3. Window inset - Glass should be inset a minimum of 2 inches from the exterior wall or window frame surface to add relief to the wall surface; this is especially important for stucco buildings.
4. Shaped frames and sills - should be used to enhance open-ings and add additional relief. They should be proportional to the glass area framed; e.g., a larger window should have thicker framing members.
5. Mullions and muntins - are recommended to create subdi-vided window openings and multi-pane windows. "Snap-in" grilles or muntins shall not be used. Multi-pane windows are especially recommended for highly visible locations such as the main building entrance, first floor windows, and project-ing building masses.
6. Glazing - Clear glazing is strongly recommended. Reflective glazing shall not be used. If tinted glazing is used, the tint should be kept as light as possible; green, grey, and blue are recommended.
7. Replacement/renovation - Wood windows shall be replaced with wood windows of the same operating type (e.g., double-hung, casement, etc.; vinyl-covered wood windows are available for lower maintenance). If aluminum replacement windows or doors are used, they should be:



Non-traditional building forms can be appropriate if guidelines are followed.



Corner buildings should provide prominent corner entrances.

a. Same operating type and orientation - as the original windows (e.g., do not replace a double hung window with a horizontal sliding window).

b. Factory painted - or fluorocoated to match the original; color anodized is also acceptable.

c. Similar in size - and thickness to the original frame and mullions.

F. **ROOF DESIGN** - Roofs should match the principal building in terms of style, detailing and materials. They should contribute expressive and interesting forms that add to the overall character of the Downtown and are attractive when viewed from surrounding areas. Gable, hip, or other multi-slope roofs are generally recommended for freestanding buildings in the Support Commercial Subarea. Parapet roofs are generally recommended for contiguous storefront buildings in the Downtown Core. Combinations of slope and parapet roofs may also be appropriate. Experimental, severe, and/or other non-traditional rooflines generally should not be used.



Recessed entries are recommended for storefront commercial buildings.



This storefront entrance is highlighted by a canopy, transom windows, and recessed doorway.

1. Roofs and rooflines - should provide visual interest and should complement the overall façade composition. Peaked, gable-end roofs are generally recommended. However, flat roofs are acceptable, if a strong, attractively detailed cornice and/or parapet wall is provided.
    a. Parapet walls - are recommended for the Downtown Core; they should have a distinct shape or profile, e.g., a peak, arc, or raised center.
    b. “Commercial mansards” - i.e., wraparound roofing panels that do not enclose a habitable floor, should not be used.
    c. Accent elements - such as cut-out openings, grilles and latticework, reliefs, or ornamental medallions are recommended.
    d. Mechanical equipment - on rooftops shall be screened, preferably behind a section of pitched or parapet roof. Latticework, louvered panels, and other architectural treatments that are compatible with the building’s architecture may also be appropriate. Elevator cores visible on the building exterior should not appear added on and should be incorporated into the architectural composition of the façade.
2. Roof slopes - shall be between 30° and 60°.
3. Roofs coverage - roofs should extend across a minimum of 75% of office and residential building frontages to ensure the roof contributes significantly to the character of the building.
4. Roof ridges - should be aligned to be parallel and/or perpendicular to the street frontage.
5. Roof eaves and overhangs - are recommended for buildings in the Support Commercial Area. Overhangs should be a minimum of 2 feet, with additional articulation in the form of support struts, gutter fascia, and/or exposed beams/rafter ends.
6. Minimum depth - of sloped roofs should be 30 feet for two-slope roof segments, and 15 feet for one-slope false/screen roofs.
7. Fascia panels - should be substantial in dimension and generally proportional to roof size.
8. Materials:
    a. Metal seam roofing - should be anodized, fluorocoated or painted. Copper and lead roofs should be natural or oxidized.
    b. Clay, ceramic or concrete tile - is recommended for decorative roof shapes, such as parapets, domes, and turrets.
    c. Tar and gravel, composition, or elastomeric roofs - should be screened by parapets or false-front sections of sloping roofs.
    d. Asphalt or wood shingles - are recommended only for residential buildings. However, some small-scale retail or office buildings may have a residential appearance, and in such cases asphalt or wood shingles may be appropriate.

G. PORCHES, BALCONIES, LOGGIAS, AWNINGS, TRELLISES, CANOPIES, AND ACCESSORIES

1. Open porches and balconies - encourage outdoor activity and are recommended for residential development as well as offices and hotels. Porches and balconies should have attractively-designed bulkhead walls or balustrade/picket railings.
2. Loggias - Large and/or shared balcony areas should be designed as loggia/arcades, with attractive columns and other framing members.
3. Awnings - are recommended for retail buildings to protect pedestrians from summer heat and winter rain. Awnings located above display windows and below transom windows and/or building sign panel or parapet cornice. They should be a colorful fabric mounted over a metal structural frame that is attractive in design. Backlit awnings that function primarily as signs should not be used. Attractively-designed metal awnings are recommended as well.
4. Trellises and canopies - Materials, colors, and form should be derived from the building architecture. Canopies should provide brackets, structural struts, and/or other forms of detailing to reflect individual storefronts and/or building bays.
5. Height and projection - Balconies, trellises, canopies and awnings should be a minimum of 8 feet above the sidewalk,






Custom awnings, canopies, hanging flower baskets and other accessories add pedestrian scale and visual interest

and project no more than 7 feet out from the building wall. A minimum of 3 feet clearance should be maintained between awning/canopies and the curbline.

6. Location - of trellises, canopies and awnings should be above retail display windows and below the storefront cornice, sign panel, and transom window. Multiple awnings provide more visual interest than long continuous awnings, and individual awnings are recommended for each storefront or building bay. Awnings should not obscure piers, pilasters, transom windows or other notable architectural façade elements.
7. Accessories - Ornamental brackets and poles add visual interest. Hanging flower or plant baskets suspended from ornamental brackets of metal or wood are recommended for storefronts.

H. **COLOR** - There are no specific color requirements except that color should be appropriate for a particular building style. Color for trim, awnings, and other accessories should accent and contrast wall color; for example, neutral or light wall colors combined with darker, saturated hues for awnings and trim.

1. Bright colors - should be used sparingly and shall not be used as a building's main color. Typical applications are fabric awnings, banners, window frames, or special architectural details. A restrained use of bright colors allows display windows and merchandise to catch the eye and stand out in the visual field.
2. Related secondary color(s) - can be used to give additional emphasis to architectural features such as building bases, columns, cornices, capitals, and trim bands.
3. Earth tones - should generally not be used alone; e.g. tan or brown wall surfaces combined with tan or brown trim. In general, earth tone wall colors should be combined with white or color trim.

Multi-Unit Residential

A. **GENERAL BUILDING DESIGN** - In general, multi-unit buildings should express the individual units within them. Architectural features such as peaked roofs, built-in decks, and porches and stoops are strongly encouraged to enhance residential character. Buildings should be compatible in form with single-family houses, yet have a high-quality, urban residential character. Building materials and design should be long-lasting in order to support a downtown environment that holds its value over time.

1. Architectural features - that add human scale, such as porches, balconies, trellises and bay windows, are recommended. Features that relieve flatness of façades, such as recessed windows with authentic muntins, architecture al trim with substantial depth and detail, window boxes, dormers, entry porches, etc., are recommended.

2. Façade module - Building façades should be designed to express each vertical module of units. Long façades should be divided into shorter segments a maximum of 50 feet in width. In projects with frontages of over 100 feet, modules should be defined by features such as a deep notch between the modules; variation of architectural elements (e.g., window color, roof shape, window shape, stoop detail, railing type); and/or the color of individual modules.

B. **BUILDING ENTRANCES**

1. Stoops and/or open porches - should be provided at regular intervals. The stoops should be wide enough for people to sit on and to make entries inviting. Open porches should have attractive bulkheads or balustrade railings and a roof that complements the pitch and materials of the main roof.
2. Stairs - should be boxed and framed by attractive stepped bulkhead walls or balustrade railings. Bullnose treads are recommended. Open or "floating" exterior stairs should not be used.
3. Ornamental lighting - of porches and walks to highlight entrances and add security is encouraged.
4. Freestanding landscape elements - such as trellises, arbors, spaces and/or accent the entry sequence are encouraged.

C. **COMMON OPEN SPACE** - Recreation areas should contain both landscape/garden areas and hardscape areas that encourage social interaction.

D. **BUILDING MATERIALS** - Building materials shall be high-quality, long-lasting, and durable. Examples include stucco or clapboard for siding; tile or asphalt shingles for roofs.

E. **WINDOWS** - are an important element of façade composition and an indicator of overall building quality.

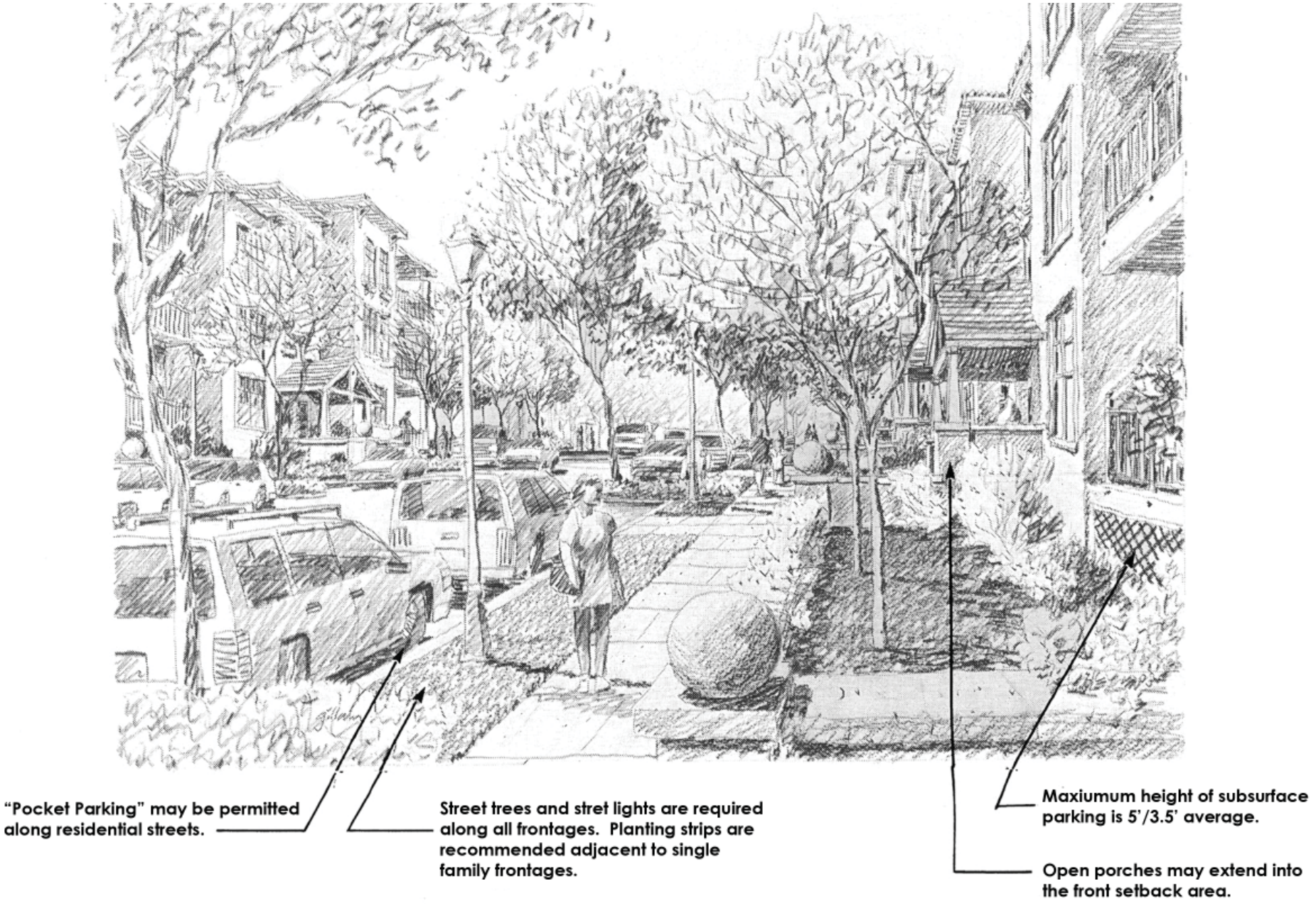
1. Composition - All windows within a building, large or small, should be related in operating type, proportions, or trim. Unifying architectural elements should be used, such as common sill or header lines.
2. Framing and window inset - Built-up sills and trim should be used to frame openings. Glass should be inset a minimum of



Multi-unit residential buildings should be designed to express individual units within them.



Architectural features that add human scale and provide usable outdoor space, such as balconies, loggias, and trellises, are recommended.



Infill residential should be compatible in form with single family homes, yet create an urban residential environment.

3” from the exterior wall and/or frame surface to add relief to the wall surface; this is especially important for stucco buildings.

3. Special windows - such as bays or dormers should be used to add interest and a domestic character to the façade.

F. **OUTBUILDINGS**

1. General - Outbuildings should have architectural features -surface materials, trim, fenestration, roof materials, and color- derived from the main building.
2. Freestanding garages - should be unobtrusive, preferably located at the rear of properties to minimize visual impact.
   a. Single-car garage doors - are strongly recommended, with windows, surface panels, and other forms of architectural detailing to reduce their impact and scale.
   b. A maximum of five garage doors - may be lined up consecutively; a space of 5 feet should be provided between each garage or group of doors.

Parking

A. **LOCATION** - The visual impact of parking areas and the space allotted to them should be minimized throughout the Downtown Specific Plan area.

1. Commercial and other non-residential development - Parking areas shall be located to the rear or side of commercial buildings, not between buildings and the street frontage. Subsurface/below grade parking is strongly recommended where feasible.
2. Multi-unit residential development - Subsurface/below grade parking is strongly recommended for all residential development in the Downtown Specific Plan area.

B. **LANDSCAPING IN SURFACE PARKING LOTS** - should utilize a significant amount of site area and should be designed as an integral feature of the overall site development plan.



Non-typical planting approaches, such as the arbor shown above, should be used to landscape parking lots, especially where space for landscaping is scarce.



This combination of brick piers and open fencing complements the principal building and screens the adjacent parking lot.

1. Parking areas shall be planted - with shade trees at a minimum ratio of 1 tree for every 4 parking stalls; higher ratios of trees to parking stalls are desirable.
2. "Orchard" tree arrangement - In general, shade trees should be distributed evenly throughout parking lots to provide shade, enhance visual appearance, particularly as seen from adjacent streets, and screen views from nearby buildings. An "orchard" arrangement–i.e., regularly spaced grid–of trees is encouraged. Trees planted toward the rear of parking stalls create a grid rather than rows. This arrangement provides more even distribution of vegetation and shade throughout the parking area.
3. Other non-typical planting approaches - could utilize trellises, columns, walls, and/or arbors with vines, hedgerows, wind rows, or other elements that reduce the scale and visual impact of parking areas. These elements should be consistent in design and materials with principal building(s) and other site features, and complementary with parking area lighting.
4. The perimeter of parking areas – adjacent to streets and sidewalks shall be screened with an attractive low wall, fence, or line of piers a minimum of 32 inches and a maximum of 48 inches in height. (See "Site Improvements and Landscaping" for design of walls and fences.)
5. Along the BNSF railroad - "Wind row" plantings of poplars or other dense columnar trees are recommended along parking lots and rear property lines to define the Downtown area visually and screen the railroad.
6. Trash and service equipment – shall be located behind buildings and enclosed or screened by landscaping, fencing or other architectural means.

Site Improvements and Landscaping

A. **PAVING MATERIALS** - recommended for pedestrian surfaces are listed following; all paving materials must meet ADA and State of California Title 24 requirements. In general, a maximum of two materials should be combined in a single application:

1. Stone - such as slate or granite.
2. Brick pavers.
3. Concrete unit pavers.
4. Poured-in-place concrete - with any of the following treatments: integral pigment color; special aggregate; special scoring pattern; ornamental insets, such as tile; pattern stamped. Concrete walks should be tinted to reduce glare.

B. **WALLS, FENCES, AND PIERS** - should be used to define public and private boundaries and/or spaces and to screen parking areas.

1. Design - Walls, fences, and piers should be designed to reflect the architectural style and materials of the principal building(s).
   a. Along commercial frontages - Where fences are used, fences should be low and/or open to maintain an open character and retain visibility. Fences should have rails or pickets to enhance visibility of commercial frontages and character desired for the Downtown Core area. Maximum height for wall and fence panels shall be 42 inches. Minimum height shall be 32 inches.
   b. A combination of thick and thin structural elements - should be used, with thicker elements for supports and/or panel divisions. Fence posts and/or support columns may be built up with additional trim, cornices, and/or moldings for this purpose.
   c. Walls and piers - should have a base and coping.
   d. Piers - A row of freestanding piers can be effective as an open screen between parking areas and streets or walks. A continuous chain or open metal fence between piers can be an attractive device for creating a stronger separation.
2. Materials - should be the same as or compatible with those of the principal building(s). Support post or pier materials may differ from fence materials; e.g., metal fence panels combined with masonry piers.
   a. Fences - Recommended materials are wrought iron, cast iron, and welded steel for commercial applications. Metal fences may be mounted on a low masonry wall, and/or span between masonry piers. Wood fences should be

substantial in design and painted, preferably a light color, to reflect the high level of visibility and finish appropriate for Downtown.

b. Walls and piers - Recommended materials are stone, precast concrete, stucco-faced concrete or brick. Stone and masonry materials should be designed to have a structural appearance.

c. Rustic wood fences - are recommended only along residential or designated residential property lines.

d. Not recommended - Chain link fences and unfinished or unsurfaced concrete block walls. Block walls should be coated with cement stucco or similar surface. Split-face block walls may be appropriate along side or rear property.

3. Service areas and access drives - should be centralized and screened wherever possible. Service area facilities, including dumpsters and other refuse enclosures, should be screened by attractive architectural walls, fences, and/or planting as appropriate. Walls are recommended for areas in proximity to pedestrian activity.

C. **FOUNTAINS** - ornamental pools and other water features are recommended in hardscape open spaces to provide cooling in hot weather. The design and materials should be related to the principal building(s) and/or palette of on-site furnishings.

D. **PLANT MATERIALS**

1. Along Main Street - Deciduous shade trees should be the predominant large plant material used. They should be used as street trees and located adjacent to buildings and within parking areas to provide shade in summer and allow sun in winter. Species should be selected that have an open branching habit and minimal litter and/or other maintenance issues.
2. Parking lots - In addition to shade trees, parking lots should have a simple palette of plant species.
3. Flowering/seasonal color plants - are recommended to highlight special locations, such as main building entrances and entrance walks.



Fountains are recommended for hardscape open space areas.



Street trees may be installed between parking stalls if subsurface utility conditions permit. Above, University Avenue in Palo Alto

a. Flowering shrubs and trees - should be used where they can be most appreciated, adjacent to walks and open space areas, or as a frame for building entrances, stairs, and walks.

b. Flowers with annual or seasonal color - are recommended to highlight special locations, such as courtyards, building entrances, or access drives.

4. Evergreen shrubs and trees - should be used as a screening device along rear property lines (not directly adjacent to residences), around mechanical appurtenances, and to obscure grillwork and fencing associated with subsurface parking garages.

E. **SURFACE GRADING** - should be minimized to maintain a traditional character of development throughout Downtown. The following guidelines are strongly recommended:

1. Sheet drainage - is recommended from buildings to parking areas and perimeter roadways.
2. Cross slopes should not exceed 2% - for walk areas. Slopes for paved areas should be minimized.
3. Mounding earth - or "berming" is not recommended. Terracing should be used as an alternative to or in combination with sloped earth areas.
4. Accessibility standards - New development should comply with rules and regulations associated with the federal ADA, and with the California State Accessibility Standards (Title 24).

Signs

A. **DESIGN OBJECTIVES** - Signs should be more than a way to relay information. They should enhance and project the character of the Downtown Oakley's buildings and businesses.

1. Building mounted signs - are strongly encouraged. Signs should be mounted on functional aspects of the building; e.g., a tower may be provided primarily for the purpose of raising signage for visibility, but it should enclose a useable volume, like an atrium. Lower-level signs should be provided for pedestrians.
2. Proportional to building size - Signs should be clear and easy to read but visually subordinate to buildings. While Oakley's sign ordinance standards may permit larger wall signs, it is recommended that the sum total of building mounted signs used to identify an individual use not exceed one square foot for each linear foot of business frontage.
3. Framed by architectural features - Windows are often good for small neon signs, but larger signs should be mounted on recessed wall areas and other architectural features. Wall-mounted signs should not crowd surrounding architectural details, such as windows, pilasters, or trim.
4. Illuminated signs - Internally-illuminated "can" signs look and often are mass-produced, creating a generic appearance; they are not allowed. By contrast, neon signs are usually custom made to suit an individual business land lend a sense of character and energy to a retail environment. Non-neon custom-lit signs are also recommended. Neon and other illuminated signs should be subject to additional design review.
5. Pole-mounted signs - should be removed and replaced by architectural signs. Pole-mounted signs typically include canned signs, often with designs based on a national marketing image. As described under B.4, below, these signs should be replaced by monument/architectural signs that reflect the form and materials of the principal building. This will help signs to communicate the City's design goals and the character of local businesses. Architectural lighting should be provided at the base of signs as appropriate.

B. **RECOMMENDED SIGN TYPES**

1. Flush-mounted or painted wall signs.
2. Projecting signs - provided signs are no less than 8 feet above a pedestrian right of way.
3. Awning and canopy signs - Letters and graphics are limited to front-facing surfaces.
4. Free-standing signs - New pole-mounted signs, canned signs and/or other forms of freestanding signs except for

monument or architectural signs should not be permitted. Existing pole signs should be removed and replaced by architectural signs.

a. Monument signs - are defined as having a structural base and cap which appears to be as much an architectural feature as a sign. Monument signs should have the same and/or complementary materials and details as the principal building.

b. Architectural/landmark monument signs - may be considered for large, multiple tenant buildings or complexes, provided the sign contains identification for tenants and no additional freestanding signs are located along frontages.

5. Window signs - to a maximum of 20% of each window area, provided the signs convey only the business name or logo, are understated and attractive in terms of graphic design and materials (e.g., gilded letters). Bold designs oriented to autos and bright, "day-glow" colors should not be used.

6. Other Sign Types

a. Directory signs or kiosks - are recommended for private arcades or buildings and should be located in publicly accessible courts, access ways, or passages.

b. Portable signs - such as menu boards for restaurants, are subject to City review for design and placement. Maximum one per business.

C. **ARCHITECTURAL COMPATIBILITY** - A building's architectural style and proportions should guide the design of signs. Building mounted signs should be located on wall areas or architectural features specifically designed for them; these may include recessed wall areas, towers, turrets, or parapets. Free-standing signs should be designed as architectural landmarks that express the design qualities of the building(s) they represent.

D. **DESIGN RECOMMENDATIONS:**

1. Flush-mounted and painted wall signs should align with major architectural elements, such as doors and windows. Ornamental elements, such as moldings, pilasters, arches, transom windows, roof eaves, and/or cornice lines should be used as a frame.



Signs should be located on prominent building forms. Pole-mounted signs are discouraged.



Sign panels should align with architectural features such as building entrances, pilasters, etc.



A variety of sign types are appropriate, including projecting "blade" signs (left), wall-mounted signs (center), and canopy-mounted signs (right).

2. Projecting signs
   a. Proportion - Projecting signs with vertically-oriented messages should be slender in appearance, with a proportion of at least 3:1, height to width. Projecting signs with horizontally-oriented messages may be rectangular or square in proportion. Signs located below an awning or canopy as a hanging "blade" sign should also be slender, proportioned roughly 3:1 width to height.
   b. Structural support - should be an attractive complement to the overall design of the sign and/or building. Ornamental metal is recommended. Wooden supports are appropriate if designed to complement the sign; undetailed, standard-size lumber should not be used.
3. Awning and canopy signs:
   a. Length - Awnings should reflect building bays/storefronts and should not extend more than 50 linear feet without a break.
   b. Color - combinations for awning or canopy signs should contrast for legibility. Bands of color are appropriate for awnings; more complex patterns or textures should generally not be used.
   c. Location of messages on awnings - Awnings are primarily for shade and secondarily a location for information. Lettering may appear on the sloped or curved portion, but should not dominate; ancillary information may be located on the valance (front vertical portion).
   d. Location of message on canopies - Signs on canopies should be in the form of letters or signboards integrated with the canopy fascia.
4. Figurative signs - shaped to reflect a particular object (e.g., a key, a coffee cup) are encouraged. These may be wall-mounted or projecting, but should reflect guidelines for the specific type of sign as listed above.
5. Architectural signs - should generally reflect the form and materials of the principal building(s). However, unique sculptural signs may be considered provided they reflect the materials and/or architectural forms of Downtown.
6. Banner signs - Banner signs should be located above the ground floor, project a maximum of 4 feet, and be a minimum of 6 feet in length to appear as and/or be an extension of building pilasters. Ornamental mounting brackets should be provided at the top and bottom of banners; i.e., banners should not swing freely in the wind. Banner signs should have a high level of graphic design and be made of sturdy fabric (e.g., woven canvas or nylon) or metal. Plastic banners should not be used.
7. Not appropriate:
   a. "Canned" signs - are internally illuminated plastic panels in a sheet metal box enclosure. Canned signs use a

limited range of colors and lettering types, and tend to have no relationship to the architectural character of the building.

b. Illuminated “balloon” awning signs - are typical for commercial strip development and should not be used.

E. **SIGN MATERIALS** - Recommendations are:

1. Signboards - of wood or metal, with painted or engraved letters, or mounted letters of wood or metal.
2. Silhouette or figurative signs - three-dimensional letters, symbols, and/or ornamental figures made of wood or metal.
3. Custom neon - exterior-mounted on a sign panel or metal support frame, enclosure, or parapet, or interior-mounted behind transom or display windows.
4. Fabric awnings - such as canvas or nylon, with painted or applied lettering; plastic or metal awnings should not be used.
5. Not appropriate - highly-reflective materials or foils.

F. **SIGN LIGHTING** - Recommendations are:

1. Backlit - with lighting inside and behind freestanding lettering and/or figurative elements; this does not accommodate illuminated awning signs.
2. Top or bottom lit - with single or multiple spotlights.
3. See lighting guidelines - for recommendations on lamp color.

G. **SIGN MAINTENANCE** - Because signs are meant to be seen, maintenance is especially important.

1. Paint - Signs should be retained in good condition, with touch-up or repainting as needed. Peeling paint should be replaced promptly.
2. Repair - Damaged signs and poles should be repaired promptly.
3. Illumination - Bulbs and fixtures should be replaced promptly if they burn out or are broken.
4. Awnings - Awnings that are dirty, damaged, and/or faded should be repaired or replaced promptly.
5. Temporary signs - Temporary signs should be limited to painted-window signs or building-mounted banner signs, and should not be displayed for more than 30 days. Temporary signs should be attractive in appearance - e.g., should not employ “day-glow” colors or other visually aggressive materials or images - and should be limited to on-half the sign area permitted for permanent signs.

APPENDIX

A

Land Use Definitions

Assembly use – shall mean a land use that includes regular gatherings where fifty or more persons assemble as a group to participate in, listen to or view an event, such as a class, meeting, theatre performance or other cultural event, art activity, or worship service. An assembly use does not include a use where persons commonly arrive and leave at varying times, such as when shopping or dining.

Bed and Breakfast facilities – a bed and breakfast inn must meet the following criteria:

1. The building or structure is designed for residential occupancy.
2. No separate cooking facilities for guests are provided.
3. No more than one daily meal, breakfast, is served to guests.
4. No more than one (1) guest room has an external entryway.
5. No guest may occupy accommodations in the inn for more than fourteen (14) days in any three (3) month period.

Child care facility – shall mean any child care facility, including a preschool, other than a family day care home, which provides non-medical care to children under eighteen (18) years of age in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual on less than a 24-hour basis.

Downtown Specific Plan – Downtown Core Area (DSP-DC) – the Downtown Core area is to develop the Oakley Old Core area as a, walkable, high amenity retail, commercial and restaurant district focused on Main Street and anchored by Civic Center Plaza. This area shall be developed to offer a variety of quality shops and restaurants that provide a range of specialty/discretionary retail and service goods. The intent of this district is to promote and encourage the efficient use and development of storefront activities through the preservation/restoration of existing structures whenever possible. Passive uses, such as residential and office, are also encouraged above the first floor.

Downtown Specific Plan – Downtown Support Area (DSP-DS) – to provide an area that through its uses supports and builds upon the existing development found in the DSP-DC area, but does not directly compete with those uses. Uses within the DSP-DS are intended to provide the surrounding community with uses needed for everyday activities. Residential and office uses are permitted along the ground floor within this area. The DSP-DS will surround the DSP-DC; therefore compatibility of design between the two areas will help strengthen the visual context of the Downtown District.

Downtown Specific Plan – Residential/Commercial Conversion Opportunity Area (DSP-RCCO) – to encourage the potential redevelopment and revitalization of the historic downtown residential neighborhood. Renovation of residential properties for passive retail (those uses that have minimal foot traffic and do not require large delivery of items) and professional office uses will be permitted, as long as certain restrictions are met and the neighborhood scale and character of the area is preserved.

Eating and drinking establishment – Business serving prepared or cooked meals or beverages.

1. ***Food shop*** – Establishment engaged in the sale of primarily ready-to-eat food and beverage items. Includes, but not limited to, cookie and candy store, ice cream/frozen yogurt, retail bakery, coffee/tea cafe, and donut or sandwich shop.
2. ***Restaurant, full-service*** – Establishment at which meals are cooked on the premises, and at which an employee takes menu orders from and serves meals to diners who are seated at a table, booth, or counter, either inside or outside a building. This classification includes cafeterias where food items are displayed and selected by diners from a counter or serving line from which they carry their meals to a table or booth for on-site consumption.
3. ***Restaurant, self-service*** – Establishment at which meals are cooked on the premises and at which customers place and receive menu orders at a window or counter either inside or outside a building and take the food for consumption on or off the site.

4. ***Restaurant, Take-out*** – Establishment at which meals are cooked on the premises and from which menu orders are picked up by customers for consumption primarily off the premises. An establishment at which over 20 percent of the gross floor area is devoted to on-site dining is classified as self-service restaurant.

5. ***Restaurant with drive-in service*** – Restaurant providing service to customers by an employee while the diner remains in the automobile.

6. ***Restaurant with full alcoholic service*** – Restaurant serving alcoholic beverages in addition to beer and wine.

7. ***Restaurant with outdoor dining*** – Establishment in which food and beverages are prepared within the restaurant building, but which offers patrons tables and seating immediately outside of the building for consumption of food or beverages.

8. ***Restaurant or tavern with live entertainment*** – Establishment offering live entertainment.

9. ***Tavern*** – Establishment such as a cocktail lounge or bar, at which alcoholic beverages, including beer and wine, are served for on-site consumption. Any sale of food is incidental to beverage service.

10. ***Beer Tap Room*** – Accessory to a brewery, such that: a) the brewery produces no more than 15,000 barrels of beer per year; b) the tap room does not exceed 50% of the gross square footage of the building or tenant space where the brewery is located. The tap room may provide restaurant service, sale of food is incidental to restaurant service.

11. ***Wine Bar/Tasting Room*** – Wine bar: establishment in which wine is the primary beverage served, for on-site consumption. Wine tasting room: establishment at which a wine producer offers their wine for tasting and/or purchase. This may be at the site of production or in a separate location. Sale of food at either a wine bar or wine tasting room is incidental to wine sales.

12. **Hazardous waste facility** – shall mean a site, including all contiguous land and structures, used for the treatment, transfer, storage, resource recovery, or recycling of hazardous waste, as defined in California Health and Safety Code Section 25117.

Hotel – shall mean a building or part of it containing six (6) or more internally accessible guest rooms designed, intended to be used, or used by six (6) or more persons, to be occupied by transients.

Instructional schools – shall mean instruction received for personal and professional enrichment. Examples of private instruction include but are not limited to, academic tutoring, language instruction, music, dance, martial arts, computer training, and driver's training.

Motel – shall mean detached or attached dwelling units comprised of individual sleeping units, that are externally accessible, for the accommodation transient guests.

Movie theatre – shall mean a venue, usually a building, for viewing motion pictures, typically first run theatres.

Multi-family dwelling – means a detached building designed as two or more structurally joined dwelling units and occupied by two (2) or more families living independently of each other with separate entrances and including apartments, town-homes, and condominiums.

Multi-family residential districts – to provide a designated area for multi-family residential development varying in scale and density. Multi-family residential uses may be used as a transitional use between higher density residential and commercial uses and low density residential uses.

Nighttime entertainment uses – shall include dance halls, discothèques, nightclubs, private clubs, and other similar evening-oriented entertainment activities, which are not limited to non-amplified live entertainment, including restaurants and bars, which present such activities.

Office, general business – shall mean a space within which management level administrative services for firms and institutions is provided; or within which services to individuals, firms, or other entities is provided. Examples of a general business office use include but are not limited to offices within which the following services are provided: real estate, insurance, property management, title companies, investment, personnel, travel, and similar services, and including business

offices of public utilities or other activities when the service rendered is a service that is customarily associated with office services.

Office, medical – shall mean offices of doctors, dentists, chiropractors, physical therapists, acupuncturists, optometrists and other similar health related occupations, where patients visit on a daily basis.

Parking facilities – is a parking facility not designed and used to serve the parking needs of a use occupying the same lot or site as the parking facility.

Personal services – includes establishments, which provide non-medical services of a retail character to patrons, which may involve the sale of goods associated with the service being provided. These establishments include beauty or barber shops, shoe repair shops, self-service laundries, tanning salons, tailoring establishments, interior decorating, clothing rental, portrait photography and diet and weight reduction centers.

Printing and publishing – shall mean facilities, which assist in reproduction of materials for commercial and private uses, including for not limited to printing of architectural and engineering plans.

Recreation, commercial/indoor – includes such uses as a skating rink, bowling alley, paint ball, children's playland, health club, fitness centers and other similar indoor uses.

Single-family dwelling – means detached building designated as one dwelling unit and/or occupied exclusively by one (1) family.

Single-family residential districts – to allow a designated area for single family residential strict development designed to provide as much compatibility as possible with nearby zoning and maintain the residential character of the district providing a suitable environment for family living on potentially smaller lots, which help maintain the affordability and still provide individual privacy, open space, and facilities. The City of Oakley Residential Design Guidelines (See Appendix A of the Zoning Ordinance) should also be referred to as they contain additional information regarding mandatory and suggestive guidelines for residentially zoned areas.

Small-scale retail – retail services that occupy less than 2,500 square feet (any use above 2,500 square feet would require a special use permit), which provide low-volume foot traffic and include but are not limited to gifts, crafts, hobbies, and other similar materials.

Public and quasi-public or institutional uses – shall promote and encourage a suitable environment devoted to government buildings and facilities, community buildings and uses, libraries, museums, public, semi-public, and private elementary schools, high schools, public school districts facilities, fire houses, post offices, police stations, utility facilities, transit stations, parking lots and structures, and other such uses directly or indirectly serving the general public.

Quality goods and services – shall mean services that include the following, and similar uses: small crafts; specialty furniture; clothing/shoe stores; stereo/video or computers; cameras/photography; bicycle shops; outdoor/sports clothing/supplies/goods; toys/games; cards/gifts; jewelry; watches/clocks; beauty/cosmetics; plants/flowers; musical instruments; repair and maintenance of consumer products.

Specialty food retail – shall mean retail businesses whose primary activities include sales of confectionery, nuts (packaged), coffee and tea (packaged), dairy products, gourmet foods, and spices. Retailers who are also chocolate manufacturers, bread and bakery product manufacturers, meat markets and fruit are specifically excluded from this category.

Specialty goods retail – shall mean retail stores which have at least 60% of gross square footage generating sales tax and includes the following and similar specialty goods uses: cooking supplies/culinary; general house wares; decorator/arts and design centers including floor and wall coverings); specialty hardware; antique stores; party supplies; stationery/books/magazines.

Studios; photographers and artists – shall mean spaces where free-lance or independently owned photographers and artists may create and conduct work.

Use, temporary – shall mean the use of land or premises or a building thereon for a limited period of time, such as an outdoor sales event where merchandise is displayed entirely on site and lasts no longer than six (6) days every six (6) months, and does not change the character of the site, premises, or uses therein.

Wholesale-certified recycler – A collection facility is for the deposit or drop-off of recyclable materials. Such a facility does not do processing except limited bailing, and sorting of materials other than glass.

1. ***Small collection facility*** – is a facility that occupies an area of no more than five hundred (500) square feet and that accepts by donation, redemption, or purchase beverage containers with California Redemption Value, metals, paper, and other recyclable materials, except for motor oil and other hazardous materials. Acceptable recyclable materials are delivered to the site by the general public; and, such a facility does not accept materials from commercial vehicles. A small collection facility performs minimal reparation of recyclable material prior to transfer to a processing facility. Preparation may include baling, can flattening, or like methods use to reduce the mass of recyclables to facilitate efficient transport of materials.

Downtown Core Area - Uses Permitted

Primary Use	
Assembly uses	CUP
Beer tap room	P
Dwelling units - multifamily, maximum density of 45 units/ acre[1]	CUP
Dwelling units - single family replacement/reconstruction	P
Eating and drinking establishments	P
Food shop	P
Restaurant, full-service	P
Restaurant, self-service	P
Restaurant, take-out	P
Restaurant with full alcoholic service	CUP
Restaurant with outdoor dining	P
Restaurant or tavern with live entertainment	CUP
Tavern	CUP
Hotel	P
Instructional schools, including but not limited to: music; dance; martial arts; cosmetology	P
Nighttime entertainment uses	
Office, general[1,2]	P
Office, medical[1,2]	P
Parking facilities	CUP
Personal services	P
Public and quasi-public or institutional uses	P
Quality goods and services	P
Recreation, commercial/indoor	CUP
Sidewalk cafe/outdoor dining	P
Specialty food retail	P
Specialty goods retail	P
Studios; photographers and artists	P
Wine bar/tasting room	P
Similar uses and other retail businesses or service establishments determined by the Community Development Director to meet the spirit and intent of the goals and policies of the Specific Plan for the area.	P
Any land use that requires operating hours after midnight	CUP
Additional uses permitted with a conditional use permit which may be deemed by the decision making body approving the conditional use permit to meet the spirit and intent of the goals and policies of this Specific Plan.	CUP

1. Uses permitted on non-ground floor levels only.
2. Office use permitted on ground floor in buildings over 10,000 square feet that create at least 7 FTE (full time equivalent) jobs, with the approval of a CUP

(P) Permitted Use
(CUP) Conditionally Permitted Use

Downtown Support Area - Uses Permitted

Primary Use	
Assembly uses	CUP
Beer tap room	P
Child care facilities	CUP
Dwelling units*- multi-family up to 24 du/ac	CUP
Dwelling units - single-family replacement/reconstruction	P
Dwelling units*- new single-family on infill lot	CUP
Eating and drinking establishments	P
Food shop	P
Restaurant, full-service	P
Restaurant, self-service	P
Restaurant, take-out	P
Restaurant with drive-in service	CUP
Restaurant with full alcoholic service	CUP
Restaurant with outdoor dining	P
Restaurant or tavern with live entertainment	CUP
Tavern	CUP
Hotel - including Bed & Breakfast facilities	P
Instructional schools, including but not limited to: music; dance; martial arts; cosmetology.	P
Movie theatres	CUP
Nighttime entertainment uses	CUP
Office, general	P
Office, medical	P
Parking facilities	CUP
Personal services	P
Printing and publishing	P
Public and quasi-public or institutional uses	P
Quality goods and services	P
Recreation, commercial/indoor	CUP
Specialty food retail	P
Specialty goods retail	P
Studios; photographers and artists	P
Wholesale-certified recycler (where located inside a building or fully screened from public view by a solid wall or fence) - small collection facility	CUP
Wine bar/tasting room	P
Similar uses and other retail businesses or service establishments determined by the Community Development Director to meet the spirit and intent of the goals and policies of the Specific Plan for the area.	P
Any land use that requires operating hours after midnight	CUP
Additional uses permitted with a conditional use permit which may be deemed by the decision making body approving the conditional use permit to meet the spirit and intent of the goals and policies of this Specific Plan.	CUP

*No residential uses allowed north of Main Street east of Second Street due to railroad noise.

(P) Permitted Use
(CUP) Conditionally Permitted Use

Residential/Commercial Conversion Opportunity Area - Uses Permitted

Primary Use	
Bed & Breakfast facilities*	CUP
Dwelling units*- multi-family up to 16.7 du/ac	CUP
Dwelling units*- single family	P
Eating and drinking establishments	CUP
Food shop	CUP
Restaurant, self-service	CUP
Restaurant, take-out	CUP
Restaurant with outdoor dining	CUP
Office, general	P
Office, medical	P
Parking facilities	CUP
Small scale retail	P
Studios; photographers and artists	P
Similar uses and other retail businesses or service establishments determined by the Community Development Director to meet the spirit and intent of the goals and policies of the Specific Plan for the area.	P
Additional uses permitted with a conditional use permit which may be deemed by the decision making body approving the conditional use permit to meet the spirit and intent of the goals and policies of this Specific Plan.	CUP

*No residential uses allowed north of Main Street east of Second Street due to railroad noise.

(P) Permitted Use
(CUP) Conditionally Permitted Use

ACKNOWLEDGEMENTS

Oakley City Council

Sue Higgins, Mayor
Randy Pope, Vice Mayor
Kevin Romick, Councilmember
Doug Hardcastle, Councilmember
Claire Alaura, Councilmember
Pat Anderson, Former Councilmember
Jim Frazier, Former Councilmember
Bruce Connelley, Former Councilmember
Carol Rios, Former Councilmember

Downtown Revitalization Task Force

Tinker Vanek, Chair
Pat Anderson
Patricia Williams Anderson
James Azeltine
Ronnie Barrow
Sue Barrow
Joan Brennan
Stan Gozzi
Tim Haley
Garry Hojan
Laurie Lufrano
David McIntyre
Jennie McIntyre
Gail Mendoza
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William Morgan, Jr.
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Kelly Correll Brown
Kim Courtney
Claire Vlach

Harrison Engineering

Randell Harrison
Cory Belden

MINUTES OF THE REGULAR MEETING OF THE OAKLEY PLANNING COMMISSION HELD MARCH 3, 2026

1. OPENING MATTERS

1.1 Call to Order and Roll Call of the Oakley Planning Commission

Chair Price called the meeting to order at 6:30 p.m.

Roll Call: Commissioner Goudie, Commissioner Ireland, Commissioner Oliveros, Vice Chair Harvey, and Chair Price were present.

1.2 Pledge of Allegiance to the Flag.

Chair Price led the Pledge of Allegiance to the Flag.

2. PUBLIC COMMENTS

None

3. CONSENT CALENDAR

3.1 Approve Minutes from the Regular Planning Commission Meeting held February 3, 2026 (Kim Snodgrass, City Clerk)

It was moved by Commissioner Ireland and seconded by Commissioner Goudie to approve the Consent Calendar. **AYES:** Goudie, Ireland, Harvey, Oliveros, Price **NOES:** None **RESULT:** Motion carried (5-0).

4. PUBLIC HEARINGS

4.1 AMPM Sales of Distilled Spirits Conditional Use Permit (CUP 2025-009) – Adopt a resolution approving liquor sales at the subject property (Evan Gorman, Associate Planner)

Associate Planner Evan Gorman presented the staff report.

Applicant Leslie Burnside provided additional details on the project.

Questions were provided by Commissioner Oliveros, Commissioner Goudie and Chair Price; Matt Strauch (Woodcreek Oaks Petroleum Vice President), Associate Planner Evan Gorman and Store Manager Brittany Barnes provided responses.

Chair Price Opened the Public Hearing. There being no public speakers, the Public Hearing was closed.

It was moved by Vice Chair Harvey and seconded by Commissioner Ireland to adopt the resolution approving AMPM Sales of Distilled Spirits Conditional Use Permit (CUP 2025-009) as conditioned. **AYES:** Goudie, Harvey, Ireland, Oliveros, Price **NOES:** None **RESULT:** Motion carried (5-0).

4.2 Outrig RV & Boat Storage Conditional Use Permit Modification (CUP 2025-008) - Adopt a resolution approving an addition to an existing land use (Evan Gorman, Associate Planner)

The applicant submitted a written request to withdraw the application on January 20, 2026. No action was taken.

4.3 Stonecreek Subdivision 9647 Tentative Map (TM 02-23) - Adoption of a Resolution Pertaining to a Planning Commission Recommendation to the City Council Regarding an Application Requesting Approval of a Tentative Map, Initial Study/Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (APNs 033-140-020, 033-140-021, and 033-140-028) (Jose Cortez, Senior Planner)

Senior Planner Jose Cortez presented the staff report.

Vice Chair Harvey and Commissioner Oliveros provided questions; Mr. Cortez Responded.

Chair Price opened the Public Hearing.

A Public Comment was provided by Rob Owen.

Following the speaker, Mr. Cortez and the Applicant, Jeff Schroeder addressed the questions.

There being no additional public comments, Chair Price closed the Public Hearing.

Mr. Schroeder provided additional comments regarding the project.

It was moved by Commissioner Goudie and seconded by Commissioner Ireland to adopt the resolution recommending the City Council approve the Stonecreek Subdivision 9647 (TM 02-23) and adopt the IS/MND and the MMRP, as conditioned. **AYES:** Goudie, Harvey, Ireland, Oliveros, Price **NOES:** None **RESULT:** Motion carried (5-0).

5. REGULAR CALENDAR

There were no Regular Calendar Items.

6. REPORTS

6.1 Reports from Staff Members

Community Development Director Ken Strelo reminded the Planning Commission of the next meeting on April 7. He also extended his best wishes to Commissioners Goudie and Ireland who will be attending the Planning Commissioners Academy.

6.2 Oakley Planning Commission

a. Reports from Commission Members

Commissioner Oliveros reported on her and Vice Chair Harvey's roles on the Oakley Chamber of Commerce Board. She highlighted the Chamber's interest in partnering with the City and encouraged attendance at upcoming networking events.

Vice Chair Harvey added that businesses contribute very strongly to our tax base.

Commissioner Goudie announced the upcoming Grand Opening of Mathnasium.

b. Requests for Future Agendas

None

7. WORK SESSIONS

There were no Work Sessions.

8. ADJOURN

There being no further business, the meeting was adjourned at 7:14 pm

Respectfully Submitted,

Kim Snodgrass
City Clerk