



OAKLEY CITY CENTER DESIGN STANDARDS

Oakley City, Utah

prepared by:



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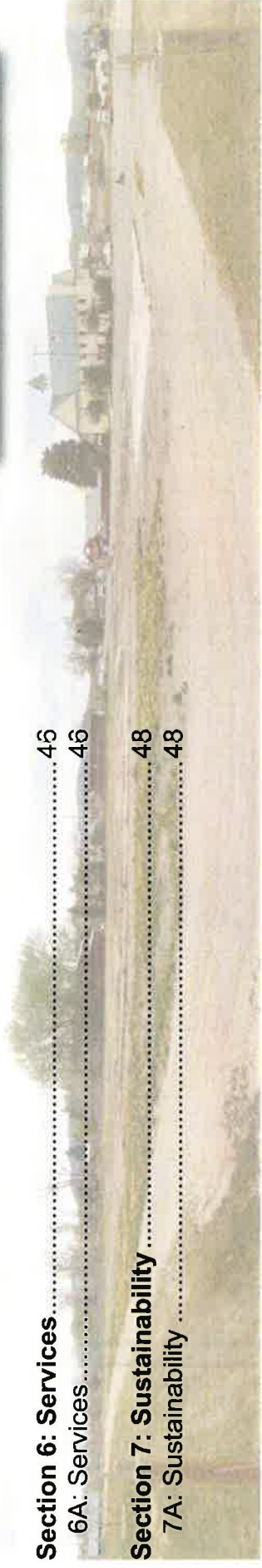
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Section 1: Introduction

1A: Project History

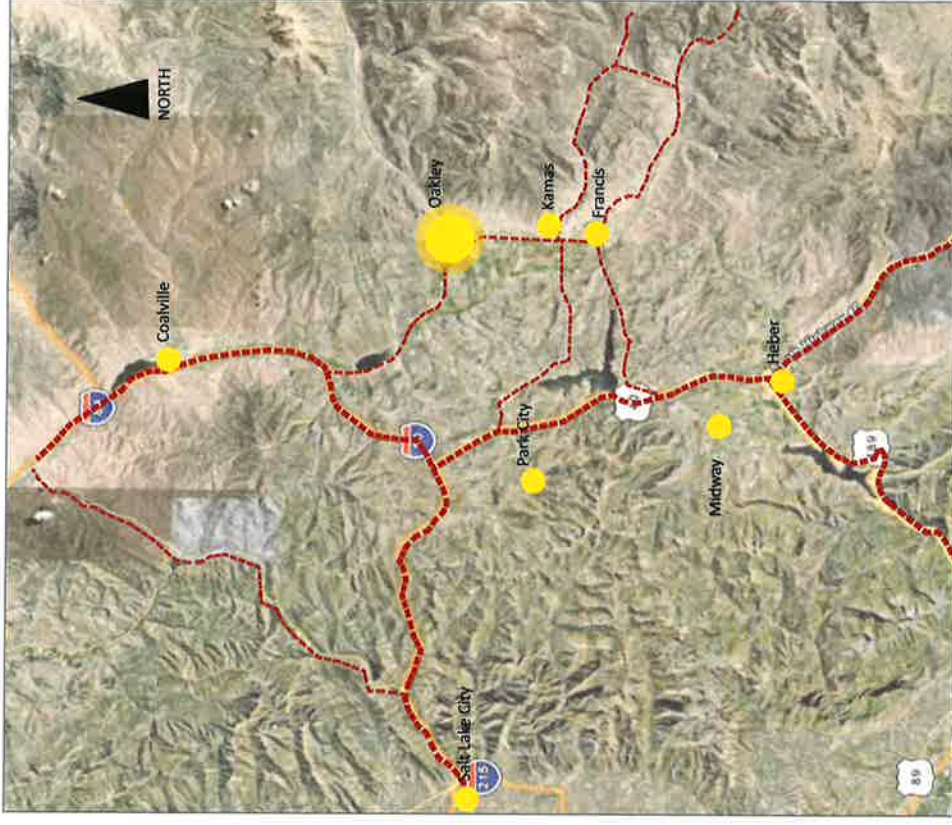
Located in Summit County, approximately 45 miles east of Salt Lake City on SR 32 in the Kamas Valley, Oakley City (elev. 6500') is a Gateway to the High Uinta Mountains. Magnificent scenery can be viewed along Weber Canyon Road, which follows the Weber River to its headwaters, as well as Smith and Morehouse Creek to its reservoir in its own scenic canyon, just 15 miles east of Oakley.

Incorporated in 1933, Oakley has maintained its small town charm as primarily an agricultural community, at one time being a large producer of dairy products. More recently, it serves as a base for recreational activities such as hiking, fishing, horseback riding, camping, hunting, snowmobiling, and cross-country skiing - all of which are within a very short distance from town in the Uinta mountains.

The Oakley City Center site is located along SR 32 and is approximately 5 acres in size. It currently serves as the civic and commercial core of Oakley. The site includes the Oakley City Hall, the Post Office, Cattleman's Hall (a community gathering center), a city park, Ken's Kash (a small grocery store), the new Road Island Diner, a small house, and several other buildings. The City Center site is located within the most heavily populated areas of Oakley, which provides strong pedestrian and vehicular connection opportunities for its residents.

Oakley is at a significant point in its history, attracting an increased number of residents and visitors, spurred by its famous annual rodeo. This Professional Rodeo Cowboys Association sanctioned rodeo is held each year on the Fourth of July weekend, and in 2005 celebrated its 75th birthday with the opening of a new \$3 million, 6,000-seat arena.

As a result of this increase in residents and visitors, the City wishes to develop a business center, a hub for commercial and retail activities



OAKLEY VICINITY MAP

Section 1: Introduction

and a symbol of growth and readiness to accommodate more residents and visitors. The City has formed a committee to study the City Center and guide the redevelopment process. In January, 2008 the Community Center Concept Committee released "A Vision of the Oakley Business Center", which stated:

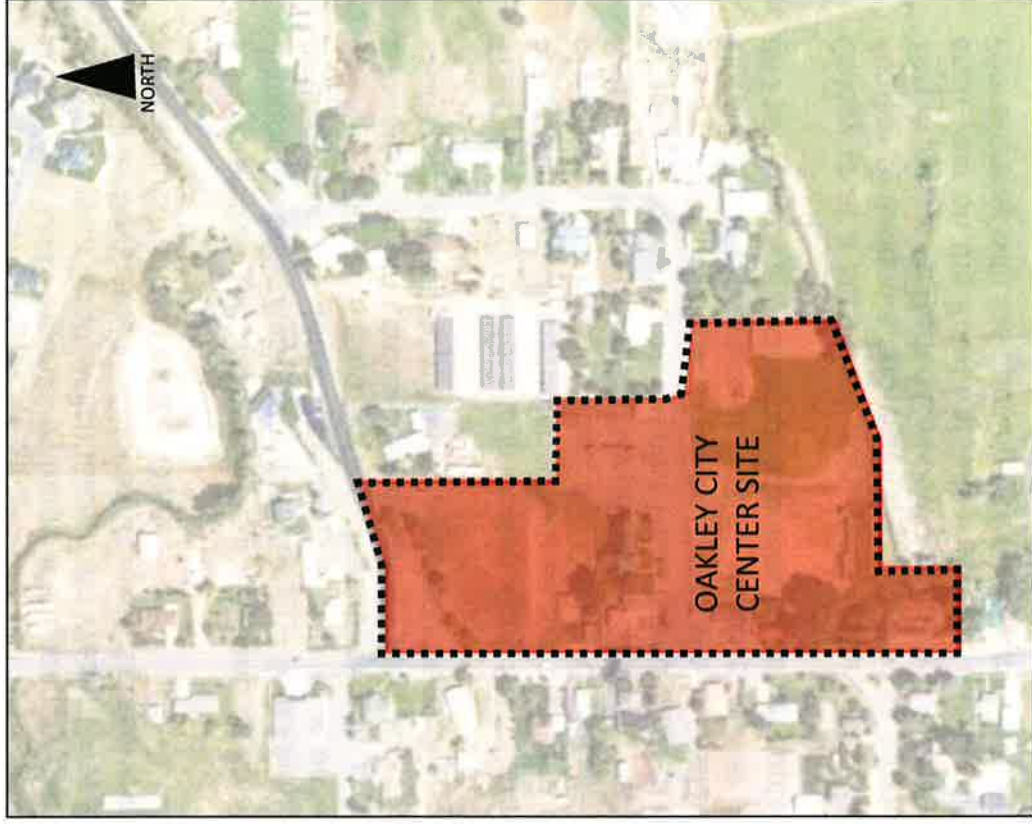
"Oakley is in an enviable position in respect to the existing conditions for developing a new, planned business district with an architectural theme supported by the residents and local businesses.

We have a fairly large contiguous tract of city owned land with which to work. This 5 acre tract has only City Hall, a gas station, a small grocery store and a very old house on the entire acreage.

The grocery store is too small to support the community and for the community to support the store. It may be the first business to relocate into the new center. These are the only three small parcels of privately owned land within the primary development boundary. Conversations have been going on for many months with the owners of these parcels as to their participation in the new city business center and in some cases, relinquishing their existing private land by sale or other device to the city.

There are adjacent private lands which could fit nicely into the overall development plan over the next few years if that is the desire of the land owners.

In conversations with outside planners and developers, they have noted what an unusual positive situation we have in terms of planning and developing a business district to serve our city for the next 50 years."



Section 2: How to Use These Design Standards

The Design Standards have been developed as a guide to establishing the design principles that will define the Oakley City Center. They should be used as a tool to understanding an established city and community vision, and to guide Oakley through the design and development of its City Center.

The Design Standards contain detailed texts, diagrams, illustrations, and photographs; they provide elaborated examples and an overview of the vision of Oakley City. The City, together with private developers and individual property owners, should use these Design Standards to generate unique solutions that reflect Oakley's overall vision of the City Center.

It is the intent of RiverStone Design Group and Studio 255 Architects (The Design Team), that the Design Standards will contribute to the fulfillment of Oakley's visions and dreams of establishing a successful City Center.

2A: Organization of Design Standards

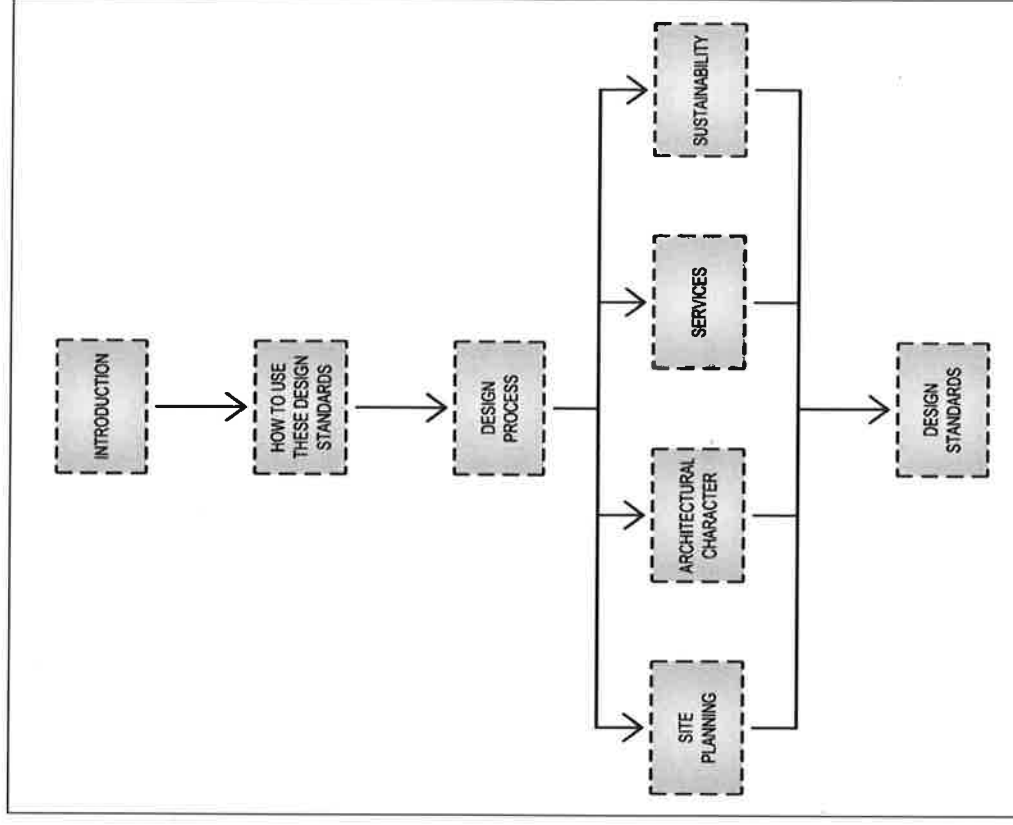
The Design Standards have been organized into five sections which detail and illustrate the methods used to develop this set of guidelines.

2A-1: Section 1

Section 1: Introduction introduced the City of Oakley and its history, how the City has evolved, and how the City has reached this point in developing Design Standards for its' anticipated City Center.

2A-2: Section 2

This second section explains how to use these Design Standards, how they are organized, and what each section addresses.

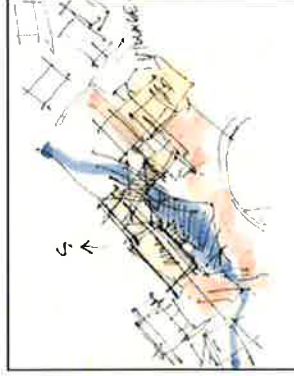


Design Standards process flow chart diagram

Section 2: How to Use These Design Standards

2A-3: Section 3

Section 3: Process describes the overall process of developing a Conceptual Master Plan Model for the City Center which serves as the foundation of establishing the Design Standards.



Historic Mill Sketch

2A-4: Section 4

Section 4: Site Planning addresses site planning standards such as pedestrian and vehicular circulation, parking, streets and sidewalks, and landscaping, which will ensure a cohesive and consistent City Center.



Historic Stevens House Photograph

2A-5: Section 5

Section 5: Architectural Character elaborates on the architectural standards such as patterns, building form, mass and scale, and materials that will describe the quality of the buildings within the City Center.

2A-6: Section 6

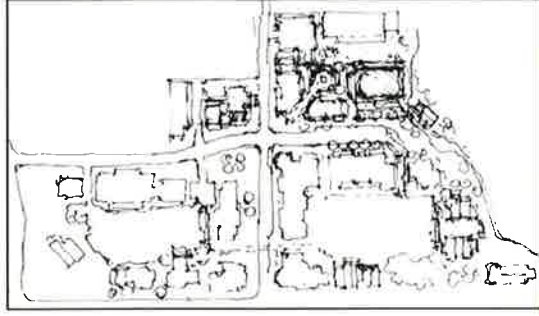
Section 6: Services will address the standards for City Center services including building servicing, garbage collection and recycling, and snow storage and removal.



Western Boardwalk Sketch

2A-7: Section 7

Section 7: Sustainability showcases the environmentally-friendly opportunities for the City Center such as passive solar heating and energy, efficient buildings and appliances, green storm water management practices, and water-wise landscaping.



Conceptual Site Plan Sketch



Rodeo Plaza Sketch



Green Stormwater Management

Section 3: Design Process

3A: Process

The development of these Design Standards began as a direct response to recommendations by the Oakley City Planning Commission, based on their research and response from the community.

The Oakley City Community Center Concept Committee, after its study and production of the “*A Vision of the Oakley Business District*” document, recommended that the current five-acre, city owned land between the Weber Canyon Road on the north, the old rodeo grounds on the south, State Road 32 on the west, and the city property boundary on the east, be developed into a business center.

Through a competitive bid process, the Design Team was hired to assist the City with developing a conceptual master plan model for the new City Center and to draft the Design Standards for the anticipated redevelopment of the City Center. The following steps summarize the Design Team’s process for developing the Conceptual Master Plan Model and Design Standards.

3A-1: Site Analysis and Inventory

The Design Team performed a site analysis of the City Center parcel and land adjacent to the City Center site. Existing conditions such as topography, view corridors, vegetation and landscaping, pedestrian and vehicular circulation patterns, and residential and commercial architecture were photo-documented and analyzed to determine the opportunities, constraints, and character of the site. An Existing Conditions Report was developed and submitted to the City which outlined and further explained the findings of the site analysis.

Following the development of the Existing Conditions Report, the Design Team began discussing and designing a Conceptual Master Plan Model



"A Vision of the Oakley Business Center" Document



Existing Conditions Document

Section 3: Design Process

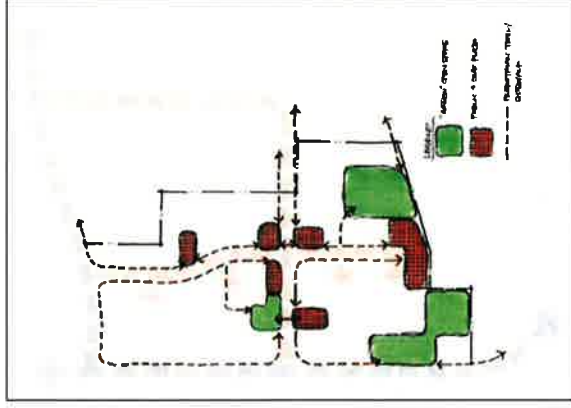
for the City Center site that would reflect the site analysis' opportunities and constraints, address the recommendations of the Community Center Concept Committee in their visioning document, and form the foundation on which to develop the City Center Design Standards.

3A-2: Pedestrian and Vehicular Circulation Plan

The basis of the Conceptual Master Plan Model is the pedestrian and vehicular circulation layout, which helped establish circulation patterns throughout the site, ingress/egress points, connections to adjacent properties and roadways, areas for public plazas and open spaces, potential building locations, and parking areas.



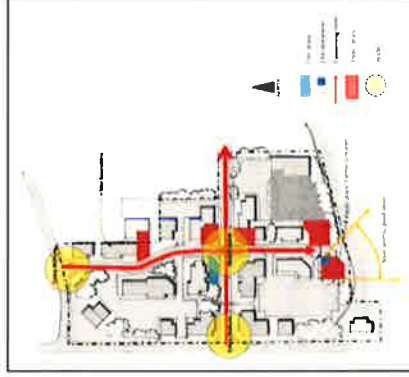
Circulation Sketch



Open Space Sketch

3A-3: Open Space Plan

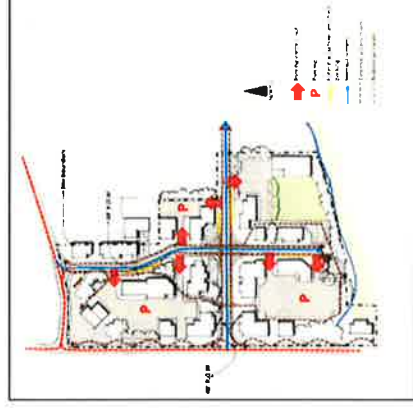
Through the development of a pedestrian and vehicular circulation plan, areas for public plazas and open spaces began to materialize. Public plazas are located along the major pedestrian routes and adjacent to the proposed main vehicular intersection to create a central node and pedestrian gathering spaces. "Green" open spaces are located primarily at the south end of the City Center to capture views, enhance the existing canal, and to utilize the existing open space adjacent to Cattleman's Hall.



Concept Plan 2 Entry and Nodes Diagram

3A-4: Conceptual Master Plan Model Alternatives

Three Conceptual Master Plan Model alternatives were developed to study different pedestrian and vehicular circulation routes, plazas and open spaces, building locations, and parking areas. The goal of these alternatives was to address the recommendations made in the visioning document and to show the various options for the development of the City Center. The alternatives were presented to the City and its residents at a Planning Commission public hearing to gather input on



Concept Plan 2 Circulation and Parking Diagram

Section 3: Design Process

the “likes and dislikes” of each conceptual master plan alternative. The three alternatives were narrowed down to two alternatives for further development and refinement.

The two conceptual master plan alternatives were developed based upon input from the City and its residents, and also address recommendations made in the visioning document. The two concept alternatives provide similar building locations, but with a different north/south road alignment and different plaza and open space area locations.

From the two conceptual master plan alternatives, the Conceptual Master Plan Model was developed. This final model is the direct result of discussions with the City, input from the city’s residents, and recommendations made in the visioning document.

3A-5: Conceptual Master Plan Model

The Conceptual Master Plan Model will serve as the model from which the City Center Design Standards are developed. The Conceptual Master Plan Model is not meant to dictate the redevelopment of the City Center, rather it is to be used as a guide to establishing design standards for pedestrian and vehicular circulation routes, parking areas, “green” open spaces, urban plazas, site features such as signage, furniture, and lighting, urban and open space landscaping, hard-scape materials, and architectural character such as form, mass, scale, and orientation for all proposed buildings.

The Conceptual Master Plan Model identifies in detail the possible uses for each building as recommended in the visioning document and reflects the overall desire of the City and its residents to see the Oakley City Center be developed into a vibrant and successful community core (see Conceptual Master Plan Model on following page).



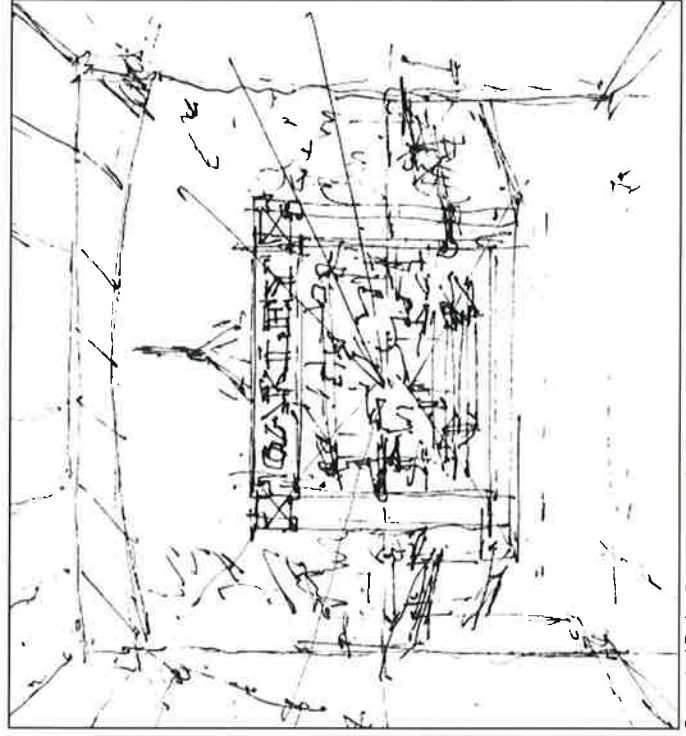
Concept Plan Alternative 1



Concept Plan Alternative 2



Concept Plan Alternative 3



Conceptual Rodeo Square perspective sketch

Section 3: Design Process



3A-6: Conceptual Master Plan Model Highlights

- A cohesive, vibrant commercial, retail, and residential City Center
- Public amenities such as a "Rodeo Square" and Historic Mill, green open spaces, and plazas
- Pedestrian friendly streetscapes
- Parking primarily behind buildings and screened
- Location for a hotel
- Community based retail opportunities
- Opportunity for attached, single family townhome units including second and third level units
- Relocation of the Post Office



Historic Mill Sketch

Conceptual Master Plan Model - Preferred Alternative

Section 3: Design Process

3B: Goals and Objectives

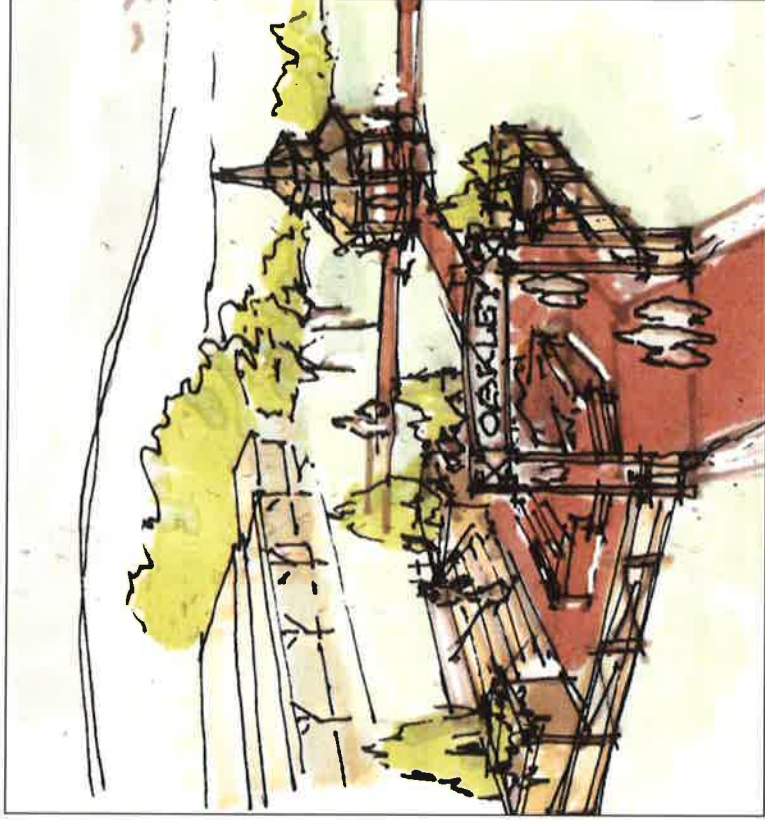
The Oakley City Center Design Standards set forth the overall long term vision for the physical form and character of the Oakley City Center. The Design Standards are composed of a set of goals, objectives, and standards to ensure that the City Center is developed to its maximum potential, and that the recommendations made in the visioning document are addressed.

3B-1: Universal Goal

To direct the future growth of the City Center along a path which builds upon the existing context and character of the City, including the existing market strength, the social and cultural systems, and the physical and natural characteristics.

3B-2: Universal Objectives:

- To enhance the visual character of Oakley by establishing a City Center core that serves as a symbolic place which residents and visitors can easily identify with.
- To establish a visually pleasing, socially stimulating and safe business district for the long-term economic viability of the City Center.
- To allow for self expression, innovation, diversity, and affordability over public and private property improvements to create an attractive City Center.
- To create a City Center which facilitates safe and smooth pedestrian circulation, as well as providing access to goods and services.



Conceptual perspective sketch of the Rodeo Square

Section 4: Site Planning

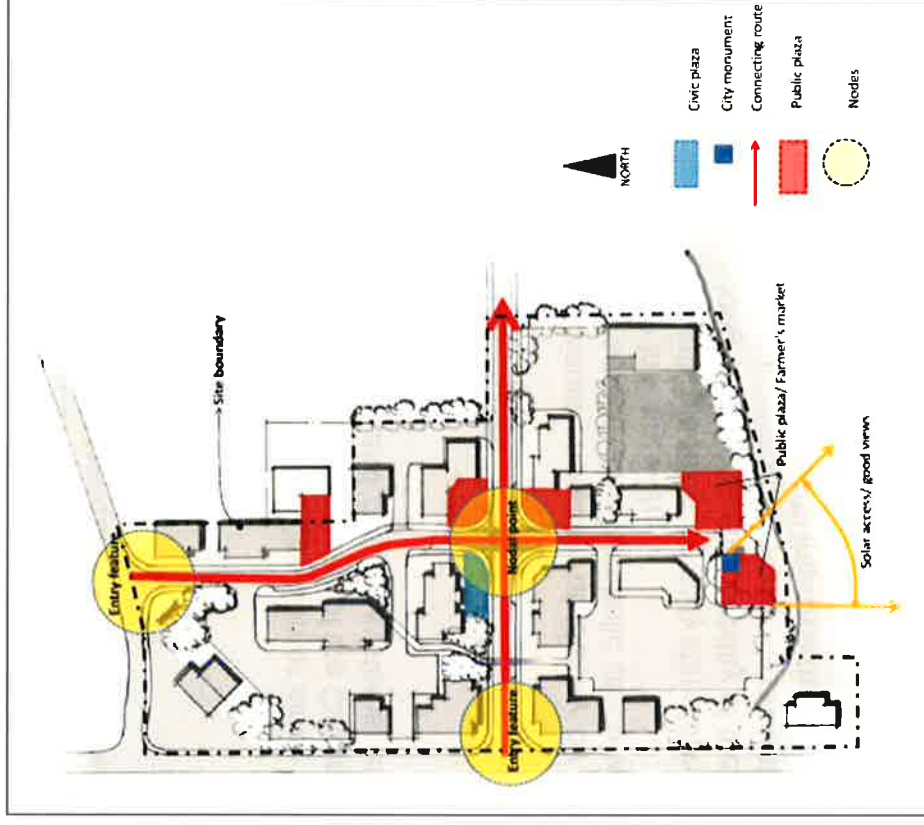
4A: Overall Goals:

- To create a coherent and traditional City Center consistent with the history of Oakley and its vision for the future.
- To promote well defined public and private spaces.
- To ensure the built form, scale, and massing are appropriate for, and in context with, the City Center.
- To develop smooth vehicular circulation patterns and efficient parking configurations.
- To create a pedestrian friendly and walkable City Center.
- To maintain the compatibility of land uses within and adjacent to the City Center.
- To preserve and enhance existing view corridors and create well defined street edges.

4B: Circulation

The organization of pedestrian and vehicular circulation patterns, access points, and parking configurations is a critical component of a vibrant and successful City Center. It forms the development framework of a City Center by creating the underlying structure of individual development components. The organization of circulation patterns, access points, and parking configurations forms an important part of the public realm by creating open spaces, a basis for landscaping, and the provision of other public amenities. The visual character and context of public and private spaces is established through the organization of circulation patterns, access points, and parking configurations.

Circulation within the City Center is generally made up of two distinct zones: the "Travelway" zone, whose primary function is to accommodate vehicular circulation, and the "Pedestrian" zone, whose primary function is to accommodate pedestrian circulation. The Travelway zone generally



Conceptual Master Plan Model circulation diagram

Section 4: Site Planning

includes the area of public right-of-way within the curb-to-curb cross section of the street that is occupied by travel lanes, parking lanes, and any medians that occur between the curbs. The Pedestrian zone generally includes the outer portions of the right-of-way that flank the street, including sidewalks and any adjoining plazas and parks.

While the character and function of the Travelway and Pedestrian zones are inextricably connected, the design standards describe each zone in detail and independent of one another.

4C: Travelway Zone

4C-1: Road Right-Of-Way

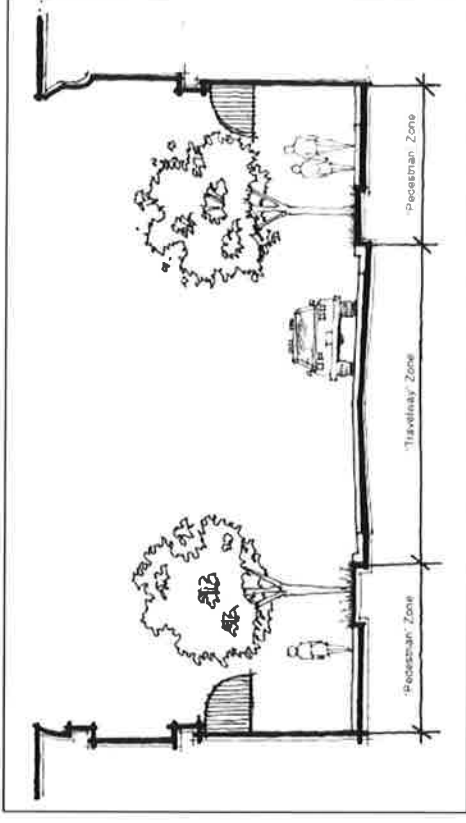
The road right-of-way generally describes the area within which the Travelway and Pedestrian zones are located, and the distance between building fronts. Center Street and all other proposed streets within the City Center shall have a right-of-way width between forty-eight (48) and fifty-four (54) feet. These widths will accommodate the minimum widths of travel lanes and on-street parking within the Travelway zone and appropriate widths for the Pedestrian zones.

4C-2: Streets

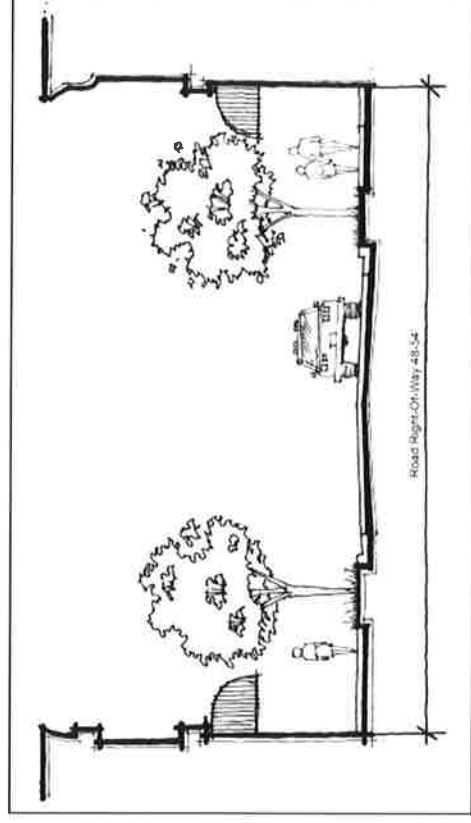
Streets are generally considered as the surface area between the curbs of a roadway. The street is reserved for motorized and non-motorized modes of transportation, and parking where applicable.

4C-3: Street Goals:

- To minimize vehicular and pedestrian conflicts.
- To promote a safe, walkable, and convenient City Center.
- To create a buffer between pedestrian areas and travel areas.



"Travelway" and "Pedestrian" zones diagram



Typical road right-of-way diagram

Section 4: Site Planning

- To encourage pedestrians to walk with minimal obstructions.
- To effectively and safely accommodate different motorized and non-motorized modes of transportation within the Travelway zone.

4C-4: Travel Lanes

Travel lanes for improved existing roadways and for all proposed roadways shall be a minimum width of twelve (12) feet. This minimum width will provide an adequate travel lane for cars, trucks, and emergency vehicles. Travel lanes shall be sloped at a minimum of two (2%) percent from the center line of the road to the curb for positive drainage.

4C-5: On-Street Parking

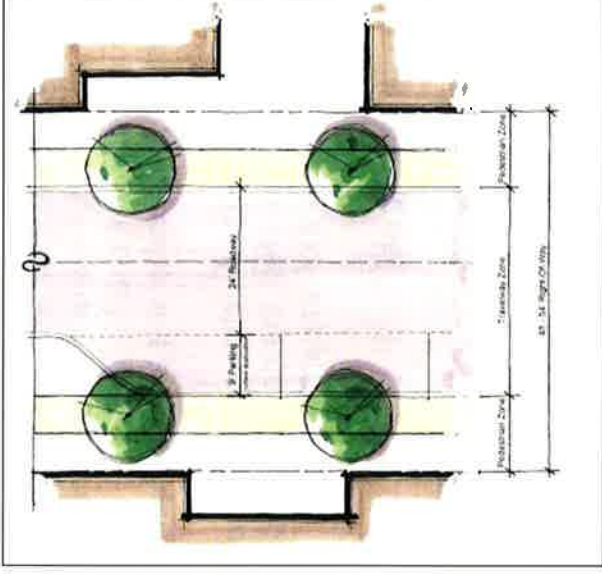
Where applicable, on-street parking spaces shall occur on one side of the roadway, between the curb and travel lane. On-street parking spaces shall be a minimum of nine (9) feet wide and twenty-four (24) feet long. On-street parking spaces should be designated as “short-term” for the convenience of retail shoppers.

4C-6: Paving Surfaces

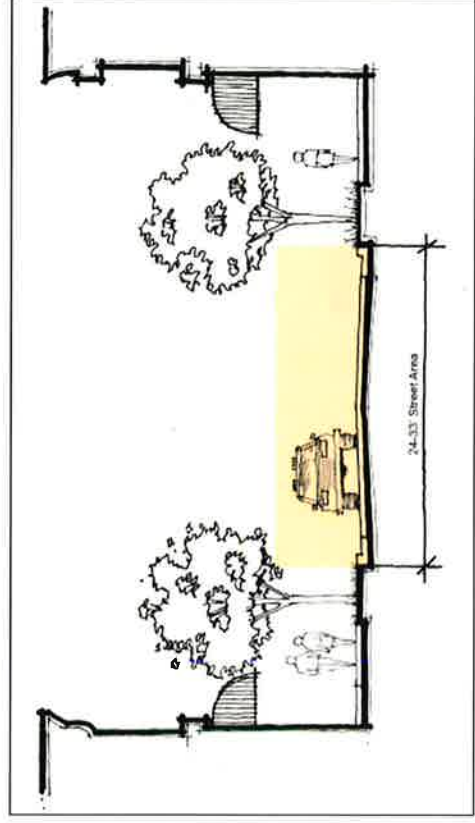
All improved existing roadways and all proposed roadways shall be of a pervious asphalt material constructed in a manner that is appropriate to the climate and in accordance with city standards.

4C-7: Curb and Gutter

For all existing improved roadways and for all proposed roadways, the curb and gutter shall be a standard “high-back” curb, constructed of high grade concrete, and in accordance with City standards.



"Travelway" and "Pedestrian" zones within the road right-of-way



General street area with the "Travelway" zone

Section 4: Site Planning

4C-8: Intersections

Intersections are critical points within the City Center as they create central nodes and public gathering spaces, but also potential conflict zones between pedestrians and vehicles.

4C-9: Intersection Goals:

- To announce the presence of a pedestrian crossing area.
- To minimize the distance and crossing time for pedestrians.
- To serve as traffic calming elements and slow vehicles passing through the crossing area.
- To demarcate a clear and unambiguous crossing area for pedestrians.
- To minimize or eliminate potential vehicular pedestrian conflicts.

4C-10: Turning Radii

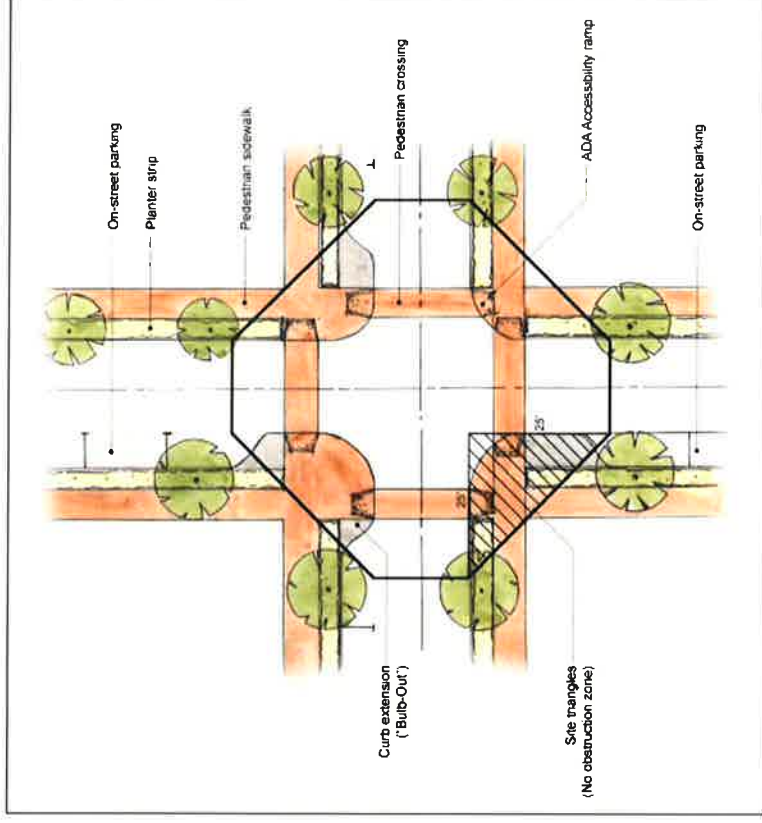
Street intersections for improved existing roadways and for all proposed roadways shall have a minimum inside turning radius of twenty-four (24) feet to accommodate the turning radii of large and emergency vehicles.

4C-11: Crossing Areas

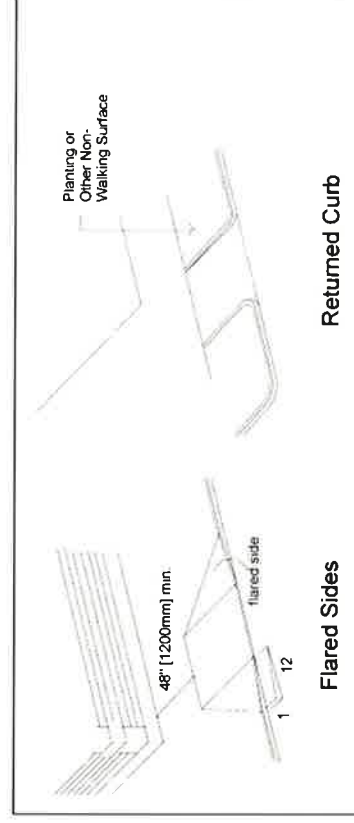
Pedestrian crossing areas at all improved existing and all proposed roadway intersections shall be delineated through the introduction of a different paving material, such as brick or pavers.

4C-12: Sidewalk Transition

Sidewalk to road transitions at all intersections shall be ramped in accordance with the Americans with Disabilities Act (ADA) accessibility standards.



Typical street intersection diagram



Americans with Disabilities Act (ADA) accessibility ramps

Section 4: Site Planning

4C-13: Intersection Control

At all improved existing and proposed roadway intersections, stop signs shall be used to control traffic.

4C-14: Intersection Signage

Signage at all improved existing and proposed roadway intersections shall be clear of all natural and/or man-made obstructions, concise, and visible to direct pedestrian and vehicular movements.

4C-15: Site Triangle

At all improved existing and proposed roadway intersections, a twenty-five (25) foot site triangle shall be provided to allow for a completely unobstructed view. The site triangle is measured from the leading edge of the curbs that make up the intersection and from a height of two (2) to five (5) feet. Objects that are taller than two (2) feet are considered an obstruction and are not permitted in this area.

4C-16: Curb Extensions

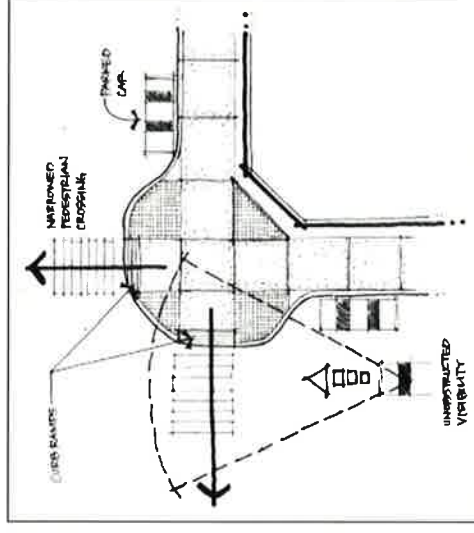
Curb extensions, or “bulb-outs”, are recommended at all improved and proposed roadway intersections where there is a high level of pedestrian activity in order to reduce the crossing distance for pedestrians and to slow traffic speeds. Curb extensions also provide additional space for pedestrians to wait prior to crossing and space to introduce amenities such as landscaping, lighting, and street features which help distinguish and enhance the pedestrian zone.



Acceptable street sign example



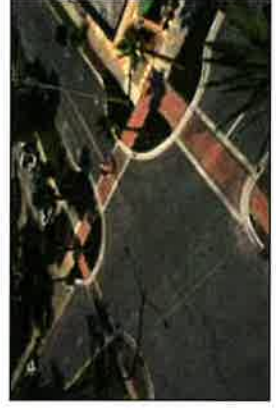
Unacceptable street sign example



Curb extension diagram



Curb extension examples



Section 4: Site Planning

4D: Pedestrian Zone

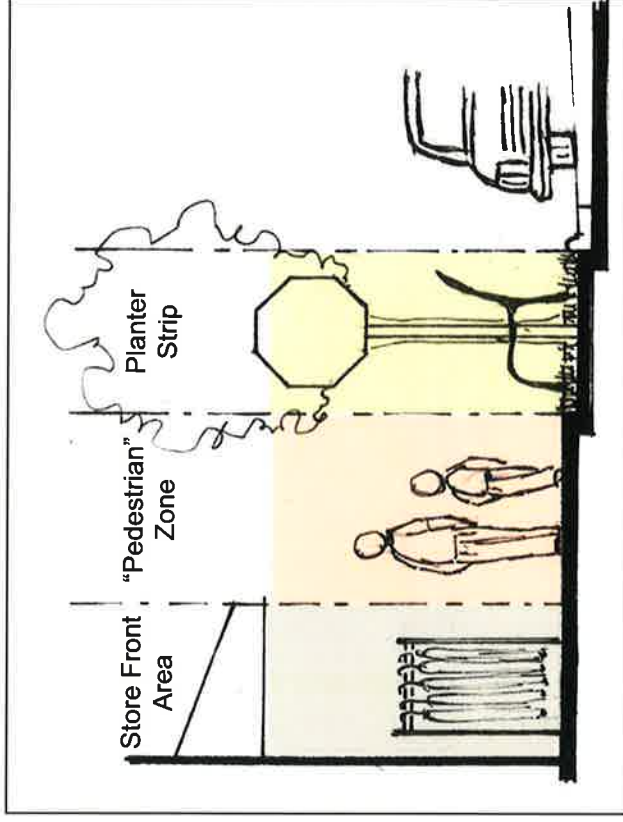
The Pedestrian zone generally describes the area between the curb of the roadway and the facade of the adjoining building. The Pedestrian zone typically includes the store front (described in detail in Section 5), pedestrian sidewalk, and planting strip.

4D-1: Pedestrian Zone Goals:

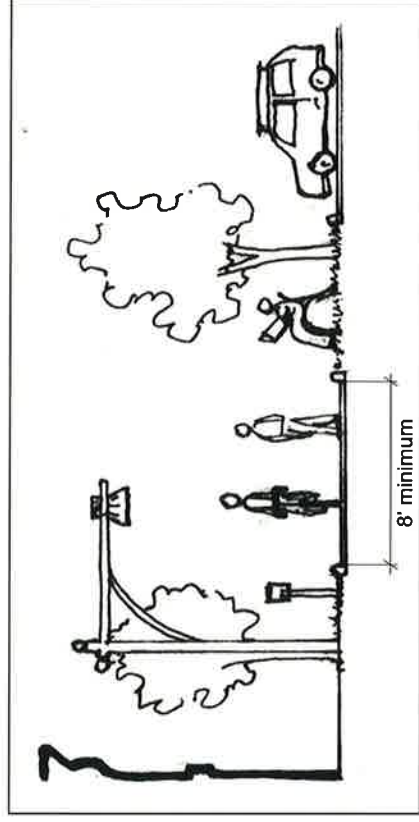
- To improve the general appeal of the Pedestrian zone and maximize walkability.
- To dedicate adequate space with the road right-of-way to support a safe, comfortable, attractive, and robust pedestrian environment.
- To provide adequate horizontal and vertical clearance to accommodate convenient and comfortable pedestrian circulation, with sidewalk designs proportional to pedestrian traffic levels.
- To clearly delineate between pedestrian and vehicular routes within the City Center.
- To encourage pedestrian interaction and increase social opportunities.
- To effectively locate exterior site furniture in a manner that promotes functionality and use.

4D-2: Pedestrian Sidewalks

Sidewalks are the primary areas within the public road right-of-way that are reserved specifically for pedestrian use. Sidewalks also serve as the interface between the buildings within the City Center and the Travel zone, providing both connections and buffers. The design of the pedestrian sidewalk and the elements within it are critical to the creation of an active, pedestrian-friendly environment, which in turn is essential to establishing and maintaining the City Center as a successful and vibrant business district.



"Pedestrian" Zone diagram

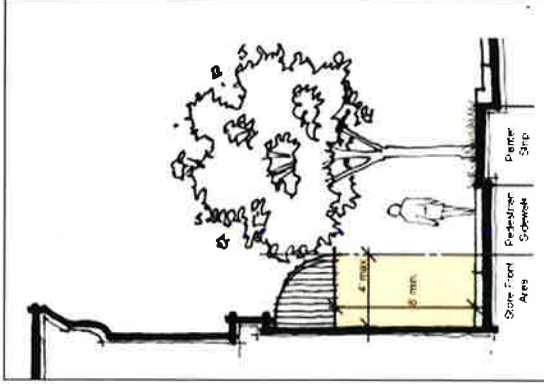


Pedestrian sidewalk minimum width diagram

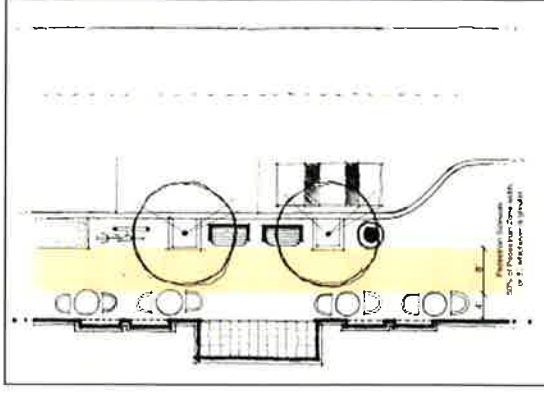
Section 4: Site Planning

4D-3: Sidewalk Width

Sidewalk widths shall be commensurate with the level of anticipated pedestrian activity desired for the specific street frontage. However, in no case shall sidewalks be less than eight (8) feet wide measured from the leading edge of the planter strip to the “store front area” of the adjoining building.



"Pedestrian" Zone elevation sketch



"Pedestrian" Zone plan diagram. with Pedestrian Sidewalk highlighted

4D-4: Sidewalk Surfaces

Pedestrian sidewalks shall be constructed of a durable material, such as concrete, brick, or pavers, which is suitable for the climate and in accordance with City standards.

4D-5: Minimum Clearance

Sidewalks within the Pedestrian zone shall maintain a minimum vertical height clearance of ninety-six (96) inches, clear of overhanging tree limbs, protruding fixtures such as awnings, signs, or other horizontal obstructions.

4D-6: Planter Strip

Planter strips shall be a minimum of five (5) feet wide measured from the curb of the roadway to the leading edge of the pedestrian sidewalk. Planter strips may be a combination of pervious and impervious materials, where applicable, and shall accommodate street tree planting, exterior site furniture such as benches, garbage receptacles, and bicycle racks, and snow storage.



Bench seating example



Sidewalk cafe seating example



Raised planter seating example



Low wall seating example

Section 4: Site Planning

4D-7: Seating

Pedestrian sidewalks within the City Center shall provide seating spaces for pedestrians to sit and linger, or to observe and/or participate in public outdoor activities. Seating should be either formal (chairs and benches, such as those found at a cafe or a transit stop) or informal (low walls, steps, fountain edges.)

4D-8: Site Furniture

Exterior site furniture such as seating, waste receptacles, bike racks, and signage shall be located within the planter strips, where applicable, and shall not obstruct pedestrian movement by protruding into the pedestrian sidewalk.

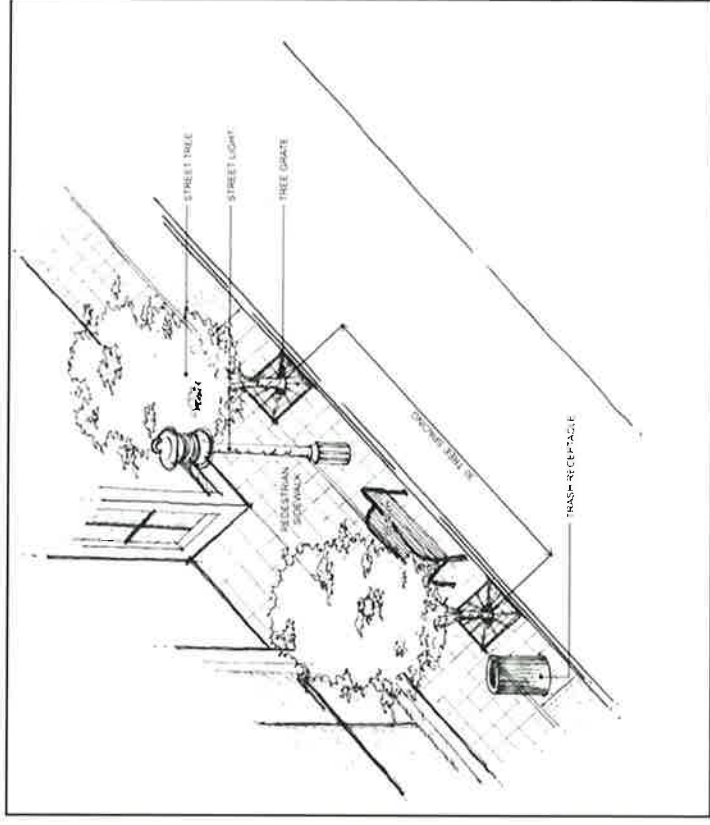
4D-9: Landscaping

Landscaping within the Travel and Pedestrian zones shall be located within the planter strips and shall serve as a buffer between the street and the pedestrian sidewalk. Landscaping shall also serve as a visual buffer to parking lots, service areas, and garbage/recycling enclosures.

Landscaping may include earth berming, deciduous and evergreen trees, deciduous and evergreen shrubs, flowering perennials, flowering annuals, water-wise grass mixes, mulches, and the hardscape elements of plazas and open spaces.

4E: Parking

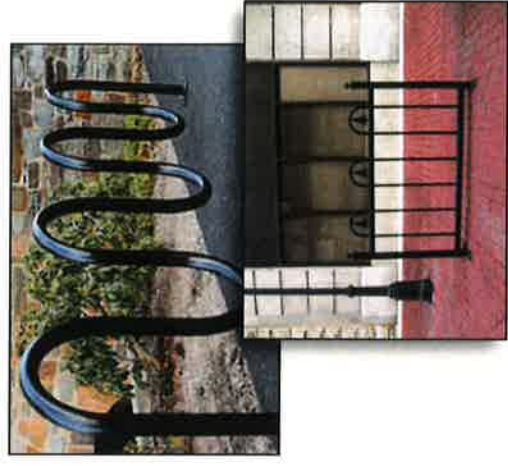
An active, pedestrian-friendly City Center environment is stimulated by buildings at the sidewalk with numerous entries, and opportunities to stroll uninterrupted by vehicular circulation. Too often, the front façades of new commercial and retail buildings are dominated by surface parking



Typical "Pedestrian" zone diagram



A pedestrian sidewalk free of overhanging obstructions such as tree limbs and awnings



Acceptable bike rack examples

Section 4: Site Planning

lots. These expanses of asphalt are hostile to pedestrians and become disincentives to walking. Therefore, parking lots should be visually and functionally segmented into smaller lots, which will be more pedestrian scaled.

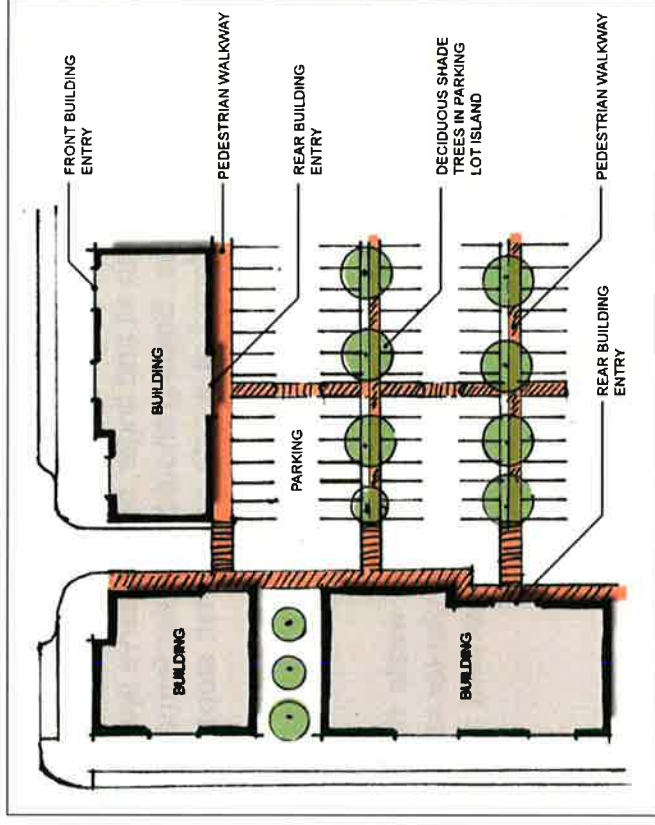
4E-1: Parking Goals:

- To provide safe and convenient spaces for people to park and easily access goods and services.
- To ensure the safety of vehicles and pedestrians within the City Center.
- To reduce the impact of large parking lots on the visual character of the City Center.
- To reduce the “heat-island” effect created by large parking lots on the micro-climate of the City Center.

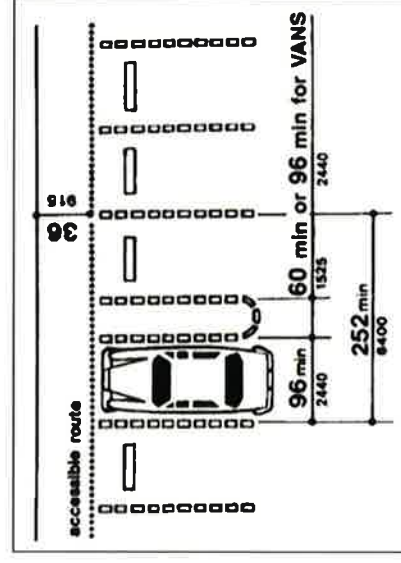
4E-2: Off-Street Parking

Off-street parking is a critical component of a successful City Center. Off-street parking offers many benefits to visitors, merchants, and residents including:

- Supports residential neighborhoods by providing convenient guest parking.
- Accommodates loading and unloading of delivery trucks to local commercial and retail uses, and residential uses.
- Reduces development costs for local businesses by decreasing demand for on-site parking through “shared parking” opportunities.
- Enhances pedestrian activity on the street by relocating the vast majority of parked vehicles behind the City Center buildings and away from the pedestrian orientated store front.



Off-street parking lot diagram

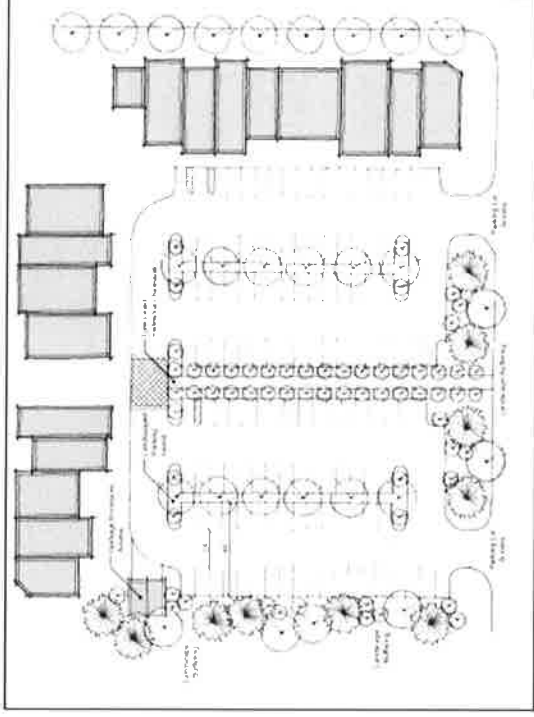


Americans with Disabilities Act (ADA) accessibility parking space diagram

Section 4: Site Planning

4E-3: Configuration

Parking lots shall not dominate the frontage of pedestrian-friendly streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots shall be located behind City Center buildings, and within the interior of the block.



Off-street parking lot layout diagram

4E-4: Orientation

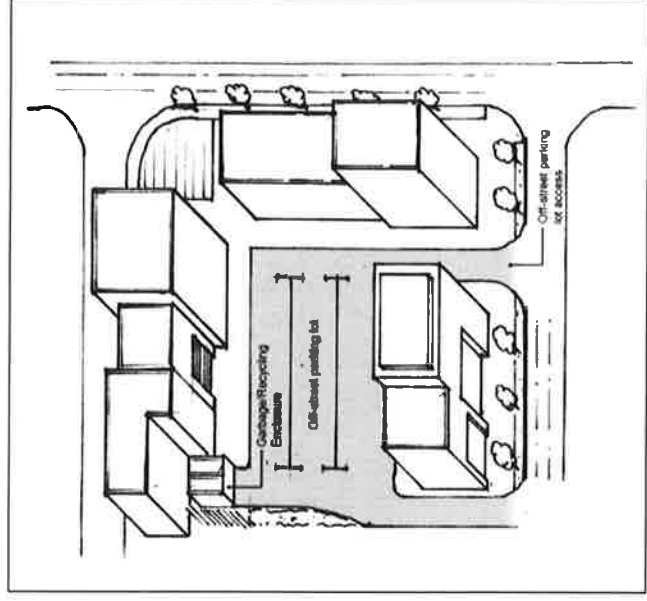
Off-street parking lots can be oriented in different parking configurations, including parallel or angled parking, but 90 degree parking is recommended for surface parking lots. The parking bays should run perpendicular to the building entrances, where applicable, to avoid pedestrians cutting through parked vehicles and crossing aisles.

4E-5: Parking Widths

Off-street parking lots shall incorporate parking bays that are a minimum of sixty (60) feet wide. This minimum width will allow for two rows of parking stalls at eighteen (18) feet deep and a travel aisle of twenty-four (24) feet wide. The preferred width of a single parking space shall be nine (9) feet wide.

4E-6: ADA Accessibility

Americans with Disabilities Act (ADA) Accessibility shall be provided within all off-street parking lots. Handicapped parking spaces shall be provided closest to the main building entrances. Handicapped parking spaces shall be a minimum of nine (9) feet wide and eighteen (18) feet deep, with a five (5) foot clear space adjacent to the space. Flared curb ramps shall be provided adjacent to all handicapped parking spaces.

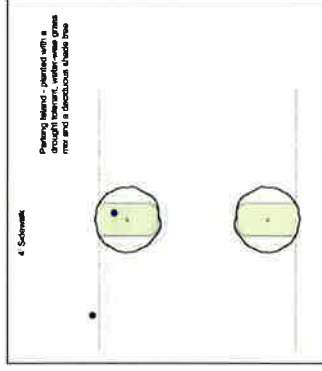


Off-street parking lot diagram

Section 4: Site Planning

4E-7: Parking Lot Islands

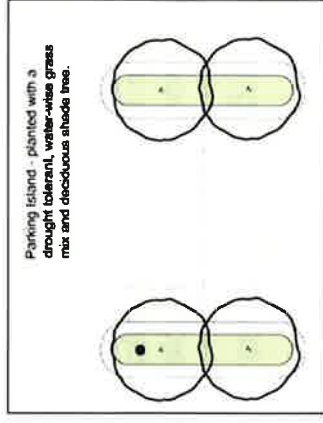
Off-street parking lots shall provide a raised island between parking bays and at the end of each parking bay. The parking islands shall be a minimum of six (6) feet wide to accommodate tree planting and pervious landscape materials. In some cases, the island separating parking bays shall be wider to accommodate a pedestrian sidewalk, in addition to the tree planting and pervious landscape materials.



Parking lot island landscaping

4E-8: Parking Lot Access

A minimum of two (2) ingress/egress points shall be provided for each off-street parking lot. This will provide a smoother vehicular flow and will eliminate dead-end parking lot situations. Parking lot ingress/egress points shall be clearly located and marked, and free of any visual obstructions.



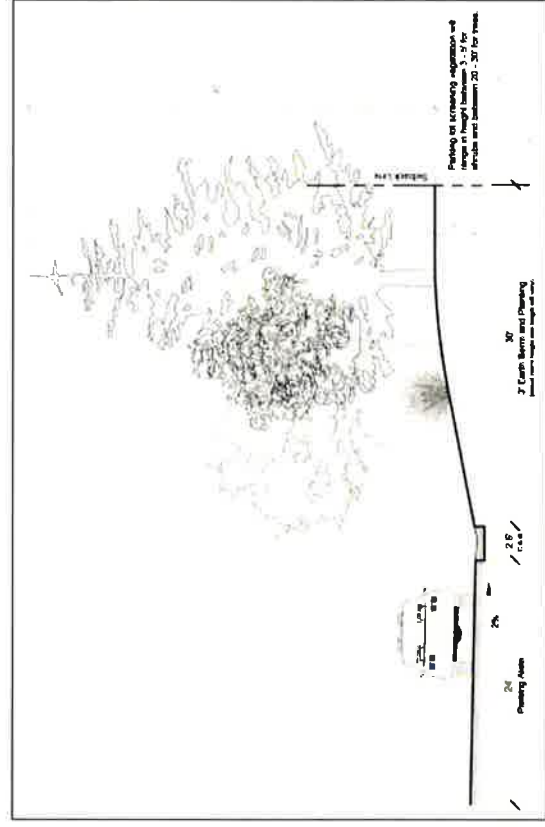
Parking lot island landscaping

4E-9: Pedestrian Circulation

Pedestrian routes within off-street parking lots shall be oriented perpendicular to building entrances to provide a direct pedestrian route and to minimize parking aisle crossings. Within each off-street parking lot there shall be a minimum of one (1) pedestrian route that runs perpendicular to the parking bays. This pedestrian route shall be made of a different paving material than the parking lot surface to differentiate it as a pedestrian crossing, and it will provide a direct crossing route of the parking lot.

4E-10: Landscaping

Landscaping within off-street parking lots shall occur within the parking lot islands and along the peripheral edges of the parking lot. Parking lot landscaping shall serve as a visual buffer of the parking lot, service



Parking lot screening treatments - earth berms and plantings

Section 4: Site Planning

areas, and garbage/recycling enclosures, and will reduce the “heat-island” effect of parking lots.

Landscaping shall consider snow storage and removal, and may include earth berming, deciduous and evergreen trees, deciduous and evergreen shrubs, flowering perennials, flowering annuals, water-wise grass mixes, and mulches.

4E-11: Services

Off-street parking lots shall provide opportunities to service retail and commercial buildings with delivery trucks, and provide access to garbage and recycling facilities (further detailed in Section 6).

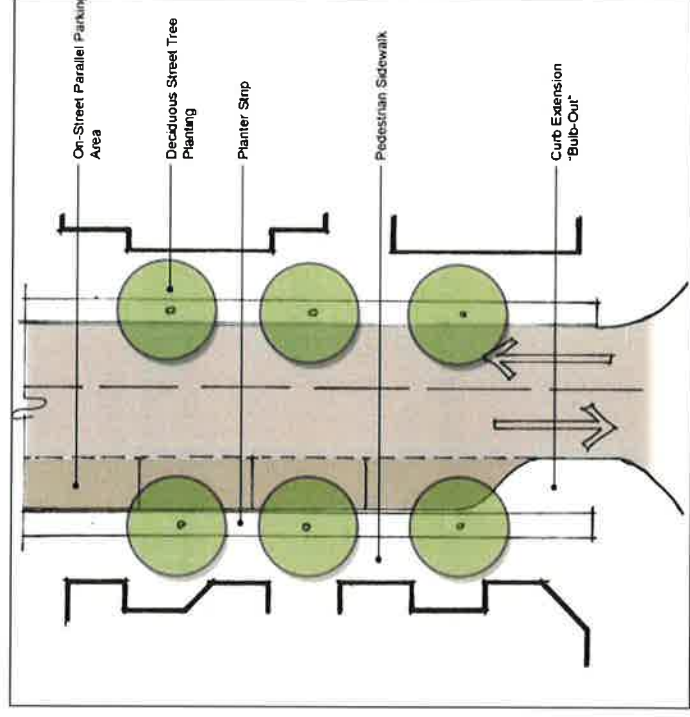
4E-12: On-Street Parking

On-street parking is an important component of a successful City Center that provides enhanced access to adjacent uses, buffering pedestrians from the street, and increasing activity on the street. On-street parking is generally desirable in retail areas that have “main street” type storefronts and want to generate as much streetside activity as possible. The following are additional benefits of on-street parking:

- Supports the local economic activity of merchants by providing convenient customer access to storefronts.
- Reduces overall development costs by reducing the demand for on site parking.
- Enhances pedestrian comfort by providing a physical buffer between public sidewalks and moving vehicular traffic.
- Calms traffic by alerting motorists that traffic speeds should be lowered, in response to increased street-side activity.
- Enhances pedestrian activity on the street by creating foot traffic between parked cars, and commercial and retail destinations.



“Pedestrian scale” sidewalk with on-street parking screened by planters



On-street parking area diagram

Section 4: Site Planning

4E-13: Configuration

On-street parking areas shall be located on only one side of the streets within the City Center and should be provided for short-term access to commercial and retail buildings.

To the extent feasible, on-street parking should be provided on all streets to support the adjacent uses and enhance pedestrian safety and activity.

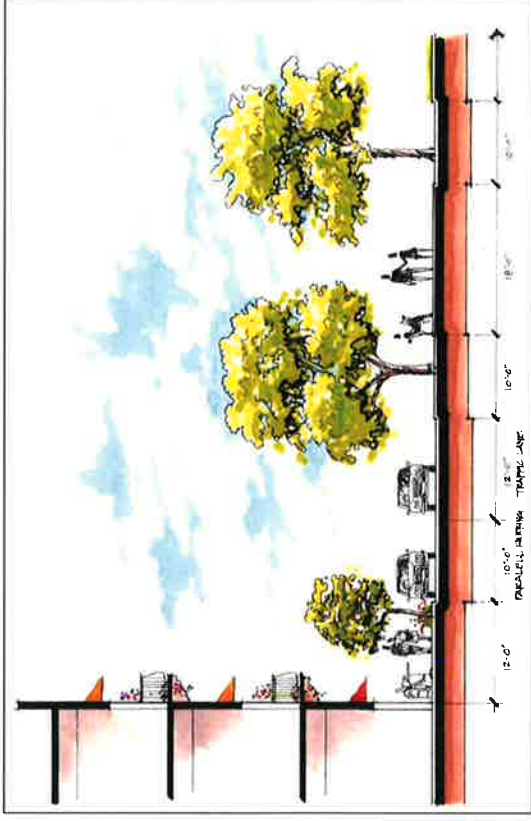
4E-14: Orientation

On-street parking areas can be oriented in different parking configurations, including parallel or angled parking, with angled parking generally providing more on-street parking than parallel parking within the same curb length.

However, parallel on-street parking is recommended within the City Center to reduce the overall street width, to eliminate vehicles backing out of parking spaces into the street, and to maintain a consistent flow of traffic within the City Center.

4E-15: Parking Space Widths

On-street parking spaces shall be a minimum of nine (9) feet wide and twenty-four (24) feet long. This minimum width and length will allow vehicles to pull into and out of parking spaces easily, and two continuous flow traffic lanes.



Street cross section illustrating on-street parallel parking



Examples of on-street parking



Section 5: Architectural Character

5A: Overall Goals:

- To set high standards of quality for the architectural design of all buildings and structures in the city center.
- To ensure that the architectural design, materials and elements fit into the defined visual character of the City.
- To ensure a strong visual character that is consistent with the vision of the City.
- To promote context sensitive architectural design that blends with the existing traditional character of Oakley City and the region.
- To promote a coherent and strong street edge.
- To ensure pedestrian interaction and connection between interior and exterior spaces.
- To allow flexibility, innovation and diversity within the specific Design Standards.

5A-1: Traditional Architecture Forms

Historical Utah architecture is very similar to other forms of architecture in the United States due to influences of current trends and existing cultural traditions. Traditional 1, 2, and 3-story commercial buildings in Utah during the nineteenth and early twentieth century are classified as one-part and two-part commercial blocks.

One-part commercial blocks are mainly composed of a single block of buildings with large plate glass display windows, which were typically divided by columns into one, two, or three bays. These buildings were typically single story with mono-pitched or roofs hidden behind the 'western false front.'

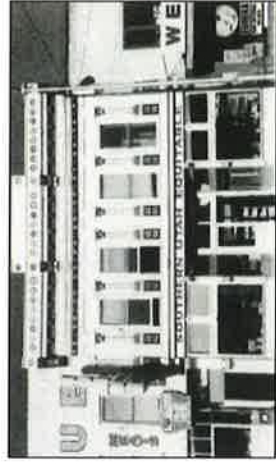
The two-part commercial block is one of the most common commercial buildings in Utah. They are mainly found on traditional main streets and form the local mercantile districts found in many traditional Utah



Traditional Western downtown character



One-Part Commercial Block



Two-Part Commercial Block

Section 5: Architectural Character

communities. Two-part commercial buildings are typically two story buildings with first floors that have large transparent store fronts. The second story typically contains more private spaces such as commercial offices and/or residential units.

The two-part vertical commercial block is composed of two distinct façades: the street level façade and the upper level façade(s), and usually consists of a minimum of two levels. The street level façade, which is typically the retail component, has large glass bay windows, and may be one and a half (1 1/2) to two (2) stories in height.

The second and third floors are characterized by a series of repetitive and well composed window patterns. On masonry buildings the corners typically are reinforced by repetitive patterns. The top of the building façade normally terminates in a decorative, multi-stepped cornice which typically matches the wall material.

5B: Building Site Planning and Height

5B-1: Setbacks

Buildings shall be setback zero (0) to ten (10) feet from the roadway right-of-way line which typically includes the sidewalk. A minimum of fifty (50) percent of a building façade shall have a zero (0) foot front yard setback. Where buildings are setback more than six (6) feet, the space created by the setback shall be designed and used for public benefits, such as small plazas, outdoor seating, and outdoor eating areas which enhance the street level experience.

5B-2: Building Uses

Building uses within the City Center shall follow traditional commercial architecture and should include retail services and shops on the first floor



Two-Part Vertical Commercial Block



Two-Part Commercial Block with upper level entry at right

Section 5: Architectural Character

with a limited amount of office space allowed by the city, commercial office space or residential units on the second floor, and residential or lodging units on the third floor.

5B-3: Building Footprint

New building footprints within the City Center shall reflect the size of the footprints shown on the preferred Conceptual Master Plan Model, which are an appropriate scale for a pedestrian-friendly City Center. Larger, over scaled building footprints, especially those representing single uses, are discouraged.

5B-4: Building Orientation

Buildings within the City Center shall be oriented such that their primary façades are front façades and face the public street. Corner buildings may be required to have both street facing façades treated as primary façades. Where applicable, the rear façades of buildings shall be similar in formality to the primary façades.

5B-7: Building Height

New buildings within the City Center shall be between one (1) and three (3) stories, depending on their determined use.

5C: Building Mass, Scale, Proportion, and Form

The mass and scale of traditional commercial buildings is the single most important defining factor in the design of turn of the century and Western 'downtowns.' Because of this factor, the architectural designs proposed for all new buildings within the City Center should begin with this premise. Appropriate massing begins with traditional architectural forms that recall well proportioned buildings found in most downtown



Example of using part of the building setback for a public outdoor eating area



Example of acceptable building form, mass, and scale

Section 5: Architectural Character

commercial centers. Contemporary and abstract interpretations of traditional forms are encouraged. Both styles and building forms should be thoughtfully considered when building location and over all scale is appropriate.

5C-1: Mass

Building mass is a function of a building's footprint, height, bulk and overall form, as it is perceived by the pedestrian. Appropriately massed buildings contribute to the visual continuity of the streetscape. Buildings should not appear to be overly massive, either vertically or horizontally. Buildings should incorporate design principles that reduce their perceived mass. Large, contiguous building elevations shall be broken up into various vertical bays to maintain the vertical emphasis and human scale along the street edge.

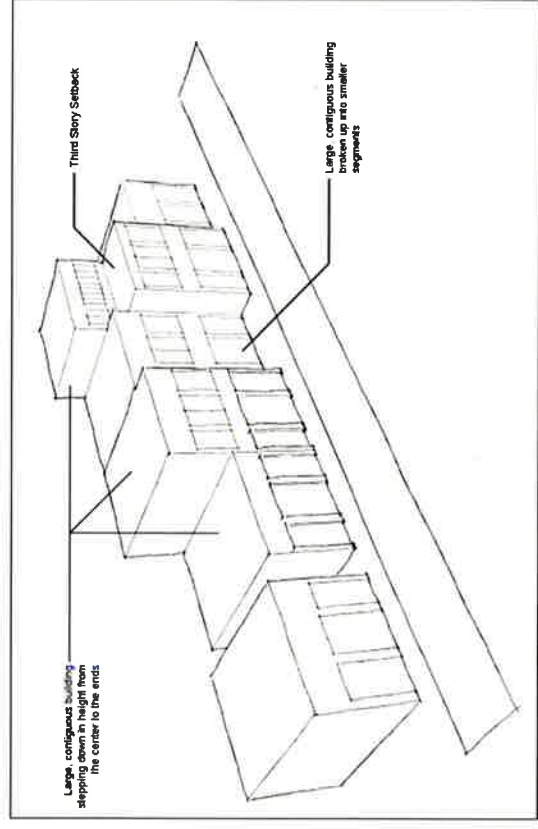
The building mass of the third level shall be setback from the main front façade to reduce mass of the building from the street. The third story façade shall be setback a minimum of ten (10) feet from the main façade to reduce the overall height appearance and help maintain the pedestrian scale along the street. The parapet wall in front of the third level may extend above the second floor roof a maximum of eight (8) feet.

5C-2: Scale

The scale of a building's mass relates the overall mass of the building to the pedestrian scaled elements of the building's detail. Large, contiguous buildings shall step down in height from the center toward the ends of the building, and toward the street or smaller surrounding buildings. Building height limits for each floor shall be determined by the City to maintain a consistent building line along the street.



Traditional facade proportions and height variation



Typical building massing diagram

Section 5: Architectural Character

5C-3: Proportion

The massing of new building façades and their elements shall emphasize vertical proportions. Basic traditional bays of twenty-five (25) to thirty (30) feet emphasizing vertical bays shall be maintained throughout the City Center. Large, contiguous buildings shall be broken up into similar vertical and horizontal proportions and subordinate elements to reduce their apparent mass and scale.

5C-4: Form

New building façades within the City Center shall be composed of basic rectilinear forms and shall be maintained throughout the City Center.

Street-level, storefront façades shall be composed of a structural frame, large display windows, a signage band, awnings and a storefront cornice to distinguish the first floor from the upper floors. Cornices and other façade elements shall be used to define various floor levels.

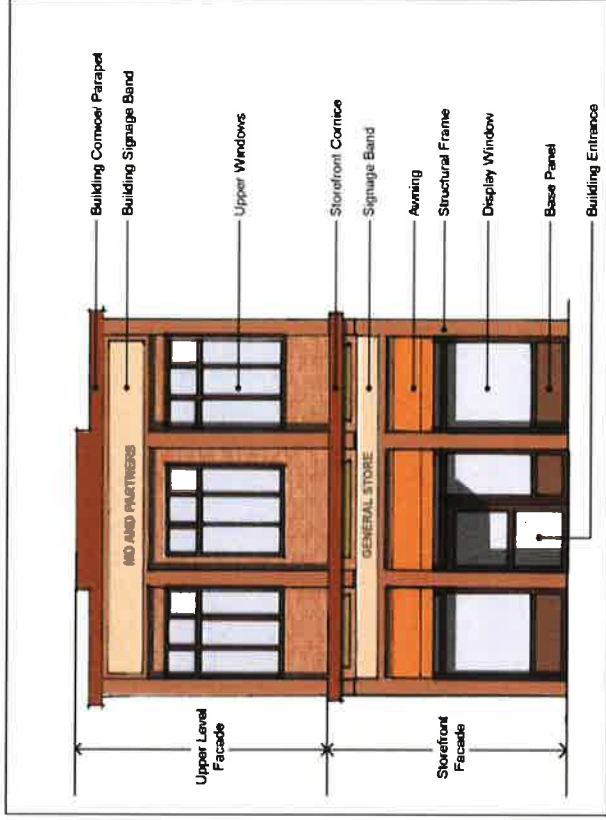
Upper level façades (for two or three levels) should contain various building elements such as wall materials, windows, an upper building signage band and the upper cornice. The upper level may contain windows, decks and balconies which “pop out” to create visual interest and add variety by using forms consistent with the overall architectural character.

5D: Building Elements

The primary elements of a traditional turn of the century, ‘western downtown’ building design usually include the base panel, display windows, structural frame, awning, first floor sign band, cornice, upper windows, upper sign band, and upper cornice/parapet. These elements should be consistent throughout the City Center to maintain the



Traditional main street commercial façades



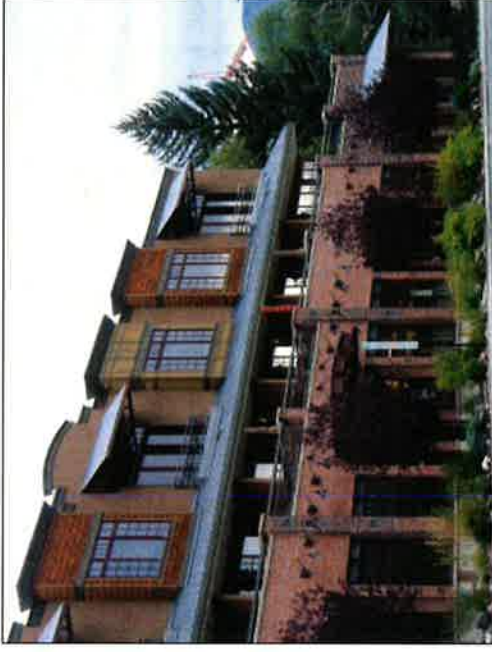
Traditional commercial façade components

Section 5: Architectural Character

architectural character of the new buildings. Contemporary and abstract interpretations of these elements will be considered as long as they do not contrast or distract from neighboring buildings designed in a more traditional architectural character.

5D-1: Goals:

- To ensure that building elements reflect the pedestrian scale of the City Center.
- To establish and maintain a consistent architectural character throughout the City Center.
- To ensure that new building elements recall traditional patterns but do not recreate them in detail.
- To encourage new interpretations of traditional patterns and details.



Stepped back building massing adjacent to pedestrian sidewalk

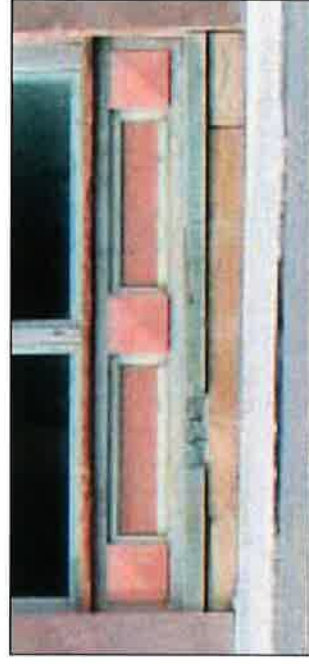
5D-2: Street Level Storefront

The street level storefront consists of the base panel, the structural frame, the display windows, the signage band, the awnings, the entrance, the sign band, and the storefront cornice. The ratio of window to wall on the street level is an important consideration for design. Windows should predominate at the street level.



5D-3: Base Panel

The base panel on typical storefront buildings is located at the sidewalk level to just below the display windows and serves as a kick board and a solid base for display windows. Base panels shall be a minimum of eighteen (18) inches and a maximum height of thirty (30) inches above the sidewalk. Materials and finishes should be durable and of good quality and suitable to withstand the effects of the local climate. Base panels shall be designed to be flush or recessed from the structural frame or building enclosure in order to help define the building's base.



Acceptable examples of solid base panels

Section 5: Architectural Character

5D-4: Structural Frame

The primary visual indicator for the massing and proportion of the façade is established by the basic structural frame, which consists of vertical piers or columns at the base, the upper floor band(s) and the cornice or parapet. The structural frame provides structural support, as well as an aesthetic purpose and gives the building integrity.

The structural frame helps to establish the building's symmetry and shall remain visible on the façade and not be obstructed by other elements, such as signage or awnings. To the extent possible, the proportions and materials of the structural frame shall be consistent and the façade shall be designed to emphasize the vertical elements of the structural frame.



Structural frame - subdued



Structural frame - dominant

5D-5: Display Windows

Display windows in buildings within commercial centers, more than anything else, define the character and ambiance of a place. They must be large and visually interesting so as to create human scale, sustain the interest of passersby and invite shoppers. Therefore display windows must be transparent to allow visual interaction between the interior and exterior spaces. Where businesses require privacy, translucent, non-opaque blinds shall be allowed.

Display window sills shall be a maximum height of thirty (30) inches above the sidewalk level and shall have an overall maximum height of fourteen (14) feet to the top of the highest display window frame or upper transom window.

Display windows shall be flush with the building structural frame and/or the building enclosure, or inset a maximum of six (6) inches inside this wall plane. Overall building façade glazing, including doors, shall represent between seventy (70) and eighty (80) percent of the total area



Example of various window displays and signage

Section 5: Architectural Character

of the building's street level façade.

5D-6: Awnings

Awnings shall be located between the bottom of the storefront cornice or sign band, and the top of the entry doorway. Awnings may be fixed or retractable, and shall be made of a durable material, fade resistant and suitable for the local climate. Due to their visual prominence on the sidewalk they should be maintained properly by the building owner.



Traditional awnings

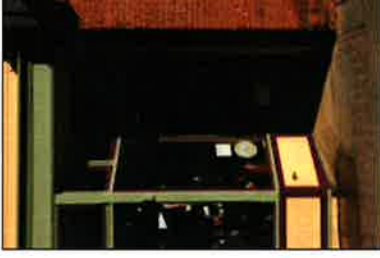
Awnings shall extend a maximum of four (4) feet from the building façade. They may run horizontally the length of the building, but shall not cover columns or pilasters on the ends of building facade. Awning material, color and design must be appropriate to the architectural style and character of the building and its surroundings and may be regulated by the city.

5D-7: Building Entrances

Primary building entrances for street level and upper level units shall be oriented toward public sidewalks and pedestrian routes with secondary business entrances at the street level located on either or both sides of the façade, on the building sides or toward the rear of the building.

Recessed building entrances are encouraged to emphasize and enhance the entry, to increase the display area, and to allow entry doors to be opened without obstructing pedestrian movement on the sidewalk. Doors should be recessed the width of the door, at a minimum, to allow for proper egress/ingress from the building.

Where applicable, retail and commercial office spaces that make up the corner of a building shall have angled entrances that are oriented to the outside corner of the building.



Recessed building entrance options



Section 5: Architectural Character

A minimum of fifty (50) percent of all building entrances shall be designed to meet the Americans with Disabilities Act (ADA) accessibility requirements. Special paving may also be used to enhance entry.

Primary entry doors leading into street level commercial units shall be at least fifty (50) percent glazed with clear glass only.

To better denote entry, awnings or other architectural features and special paving patterns are encouraged to enhance the presence of a building's entrance, provided that they are consistent with the overall architectural character of the City Center.



Example of building entrances

5D-8: Signage Locations at Street Level

The street level units have a variety of choices for locating their identity signage on the front or sides of the buildings. They may be located on the face of the building or hung perpendicular as is typical in most commercial centers.

When located on the front or side faces of the building, the storefront signage band shall be located below the storefront cornice and above the transom windows. This area may contain a sign board or lettering. The storefront signage band shall have a maximum height of three (3) feet and may run the horizontal length of the building façade with the exception of the structural frame on each side.

Additional locations for business signage include, but are not limited to; hanging signs, awnings and windows. Hanging signs shall be no more than ten (10) square feet in surface area and should be hung no lower than seven and one half (7 1/2) feet above the sidewalk. Signs applied directly to, or hanging within the window, shall cover up to a maximum of twenty-five (25) percent of the overall window area.



Traditional street level signage options

Section 5: Architectural Character

5D-9: Storefront Cornice

Traditionally, a secondary cornice, the 'storefront' cornice as described here, was used to mark the top of the first floor façade and separates it from the upper story façades. The design of this cornice was usually simple and void of complex, ornate detailing. Although some detail is encouraged, it should not compete with the roof cornice. The scale of the storefront cornice and its height shall match the overall architectural character of adjacent buildings.



Typical storefront cornice with large display windows and transoms

5D-10: Upper Levels

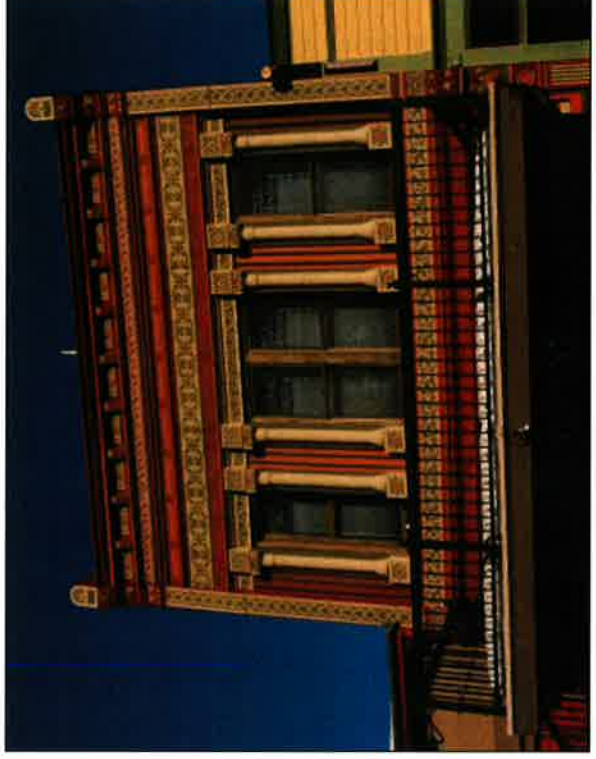
The design components that make up the upper level consist of the structural frame, the building's enclosure walls, windows, openings, the entrances and doors, decks and balconies, the signage band, awnings, secondary roofs and cornices. The proportion of these elements, in relation to each other and the 'window to wall ratio' is critical to the successful composition of the upper levels.

5D-11: Structural Frame

The structural frame of the upper levels should conform to, and reflect the proportions of the structural frame of the first floor level, and should continue to emphasize the vertical structural frame.

5D-12: Windows

Windows shall consist of single or multiple bays, proportionally distributed within the structural frame of the building, and shall be taller than wide to emphasize the vertical element of the building. As a general design standard, the height of each window shall be at least two (2) times the width. When in a grouping, windows do not have to comply with this, but the overall vertical proportion of the grouping shall be maintained.



Traditionally proportioned upper level with balcony covering street

Section 5: Architectural Character

Windows may have fixed top portions or transoms which are rectangular, square, semi-circular or segmental, and shall have clear transparent or translucent glazing. Reflective, frosted, spandrel or color tinted glazing shall not be permitted in upper level windows, but may be considered in the transom windows above.

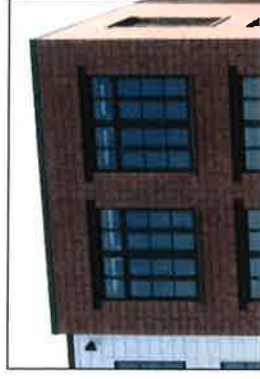


Window mullions and muntin divisions shall be simple, rectangular and consistent within the building. Repetitive, gridded muntins are discouraged. If they are used there shall be no more than six (6) muntins per window sash and no more than twelve (12) per window or door.



5D-13: Openings

Open air openings on the upper levels of the primary façade(s) facing streets are discouraged. Upper level openings shall be simple rectangles, segmental, or semi-circular arches. As a general design standard, the height of an opening shall be at least two (2) times the width. Openings shall fit proportionally into the basic structural frame of the upper level, and shall be consistent on all buildings similar to windows.



Upper level window examples

5D-14: Entrances

Street level entrances to upper level spaces shall be considered secondary to the primary entrances used for first floor commercial units. Upper level space entrances shall be easily visible, clearly identifiable as such, and located along major pedestrian circulation routes where possible.



Secondary entrance complements retail entrance

Entry doors for residential units on upper levels may include translucent, opaque or stained glazing. Glazing in entrance doors leading to upper level commercial spaces shall be primarily transparent with no less than 40% of the window being clear.

Section 5: Architectural Character

5D-15: Decks and Balconies

Upper level decks and balconies provide more private outdoor spaces and view opportunities for upper level businesses and residential units. Upper level decks and balconies shall not overhang the building setback line. If the upper level decks and balconies are not on the setback, they may extend up to three (3) feet past the wall line.

Upper level decks and balconies may be covered, semi-covered, or open. Solid or semi-solid perimeter walls are encouraged where pedestrian privacy is a concern, primarily on residential units. Guardrails and perimeter walls may be constructed of any material provided that it is visually compatible with the building and consistent with the overall architectural character of the City Center.

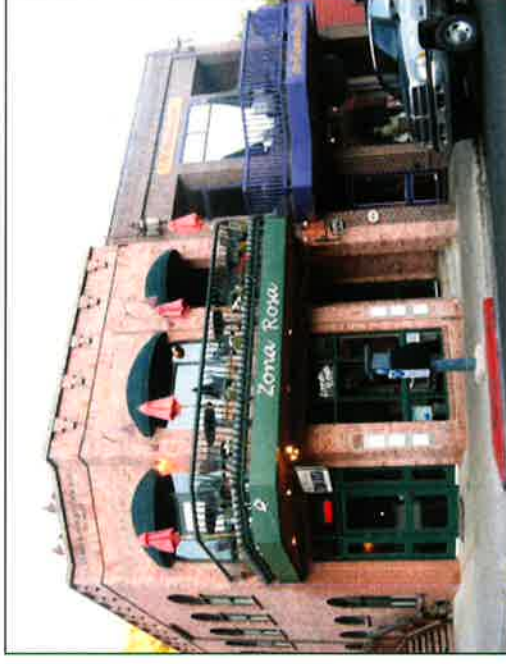
Guardrails on all upper level decks and balconies must be conform to the requirements set forth in the building code enforced by the City.

5D-16: Awnings

Awnings on the upper levels of new buildings shall be located between the bottom of the cornice, or sign band if one exists, and the top of the windows. They should only be installed directly over individual windows or group of windows. On the upper level awnings shall not extend the width of the building.

Awnings may be fixed or retractable, and shall be made of a durable, fade resistant material, suitable for the local climate. Awnings shall extend a maximum of four (4) feet from the building façade. Due to their visual prominence, awnings shall be maintained properly by the building owner or tenant.

Awning material, color, and design must be appropriate for the



Examples of acceptable decks and balconies



Examples of acceptable awnings - color, style, and scale

Section 5: Architectural Character

architectural style and character of the building and its surroundings, and may be regulated by the city.

5D-17: Building Signage Band

Individual building name signage shall be located near the top of the building, either above or below the cornice, but above the upper level windows. The area designated for upper level signage shall contain only the building name and date of construction if desired. It shall not contain the business names of any tenants within the building.

The signage shall be located in the 'signage band' and may have a maximum height of three (3) feet but may run horizontally the length of the building façade, except for the end 'columns.'

Signage for the upper level commercial units shall be located in the same locations as are allowed for the street level units. (See section 5D-8 and 5D-18 for details).

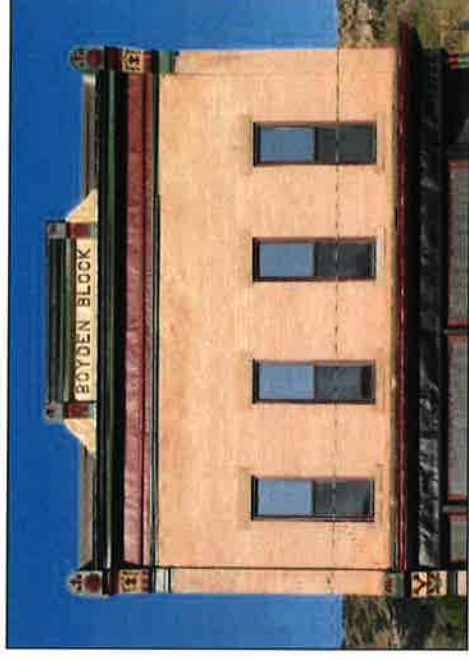
5D-18: Roofs and Parapets

This section is broken down into three sub-sections. The first sub-section describes general roof guidelines. The following two sub-sections describe the roof types allowed on buildings in two different categories: Streetfront Buildings and Off-Streetfront buildings.

5D-18a: General

The following roof forms shall NOT be allowed on any building in the City Center:

- Geodesic domes
- Mansard



Building signage high on parapet wall within building cornice



Building signage on parapet wall



Inappropriate building signage and awning

Section 5: Architectural Character

- Hip roofs as a primary form
- Pagoda or Asian forms

Generally roof forms should be simple, uncomplicated, and reflect the intended architectural character of the City Center. Roof types and pitches that are appropriate for the surrounding buildings and public ways shall be chosen. Climatic conditions and snow shedding problems on all building levels shall also be considered. Roofs that have the potential of causing public safety issues with pedestrians and vehicles are not allowed.

Flat roofs are the preferred roof form in the core of the City Center. They may be fully flat roofs or roofs that recall the 'western false front' commonly found in turn of the century downtowns in the West and Midwest.

The tops of all new buildings with flat roofs and false façades within the City Center shall be marked by a parapet which extends above the top of the flat roof and/or side parapets. Buildings shall terminate with a detailed cornice, which shall be used to mark the high point of the ridge line at the top of all new buildings where the major street façade terminates. (For specific cornice information see Section 5D-19).

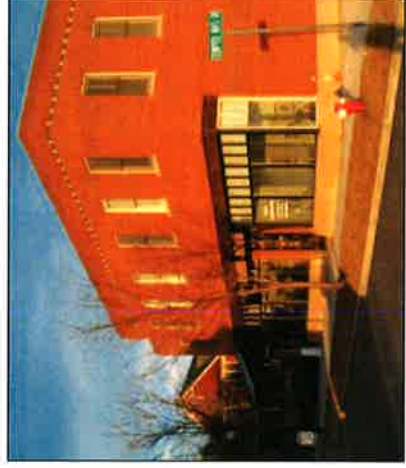
Sloped roofs shall be simple with one dominant roof pitch and one or two secondary roof or dormer accents. complex roofs with many ridges, gables or hips that appear cluttered. Ridge lines should step up from the end to the middle in order to reduce the overall mass of the building. Unbroken ridge line shall be no longer than fifty (50) feet. Dormers must be used with restraint and should not be in close proximity so as to create snow-shedding and drainage issues.



The variation in roof forms across the streetscape creates interest



Flat roof form on traditional multi-family building



A contemporary building that incorporates traditional patterns

Section 5: Architectural Character

Acceptable roof pitches for sloped roofs:

- Primary roofs = 6:12 - 12:12
- Secondary roofs = 2:12 - 5:12

5D-18b: Streetfront Buildings

The following roof forms shall be allowed on buildings facing public roads in the City Center:

- Flat roofs with parapets
- Hidden roofs (buildings with vertical false-fronts and sloped roofs behind) with parapets
- Shed roofs that pitch away from the street
- Curvilinear (not barrel vaulted)

Sloped roofs may be permitted, but shall be behind the hidden roof and/or set back from the front façade of the building on the second level or the third level.

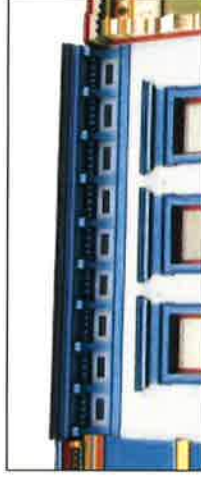
5D-18c: Off-Streetfront Buildings

The following roof forms shall be allowed on buildings facing pedestrian streets, alleys and open space in the City Center:

- Flat roofs with parapets
- Hidden roofs (buildings with vertical false-fronts and gables behind) with parapets.
- Gable
- Shed
- Curvilinear
- Barrel Vaulted
- Accessory dormers - shed and gable



A contemporary building with traditional verticality, good transparency and pedestrian scale. One story building gives relief to the mass on the street.



Building cornices with ornate detailing



Building cornices with modest detailing

Section 5: Architectural Character

5D-19: Building Cornices

Traditionally, the building's primary cornice is located on the top of the building terminating the wall and often the parapet. Therefore, cornice 'elements' are encouraged on all new buildings and shall be made of brick, stone, wood or metal.

The design of this cornice could be anything from light, simply detailed, stacked and corbelled elements to heavy, ornate and complex stacked and scrolled elements.

Although detail is encouraged, it should not be overly decorative and ornamental. The scale of the cornice and it's height shall match the overall architectural character of the building and adjacent buildings.

5D-20: General Site and Building Lighting

Site Lighting

The overall lighting plan is important to the success of the City Center. It is one of the key components that affects the vitality, safety and overall appeal of the City Center. The primary focus of lighting shall be on pedestrian safety and circulation, vehicular safety and circulation, way signage, building entrance signage, business signage, and to a lesser degree building façade lighting. All lighting shall be down lighting in order to preserve the visibility of the night sky.

Building Lighting

Traditionally, exterior lighting was used to primarily illuminate building entrances, signage and to a lesser degree, the sidewalk in front of the building. Lighting shall be designed and installed thoughtfully so that light overspill is minimized and that bulb size and the direction of the



Appropriate building lighting examples



Fixtures that wall wash only are discouraged

Section 5: Architectural Character

light is not offensive to passersby.

Building entry lighting shall be located above primary and secondary entrances to illuminate doorways at night. Recessed cans and down-lit fixtures are preferred. The location of exterior building lighting shall be located above the signage band, primarily to illuminate business signs at night. Free mounted signs may be down-lit with fixtures mounted on brackets supported by a common or detached mounting system.

Bulbs for these two uses shall be incandescent or fluorescent in approved colors. Other bulbs such as HID are not allowed on the front or sides of buildings, but may be used in service areas and alleys.

In addition to these lighting design standards, all site and building lighting shall conform to the Oakley Lighting Ordinance 2008-2.

5D-21: General Signage

Each building within the City Center shall be permitted a primary building sign and additional business signs for tenants, located within the signage band on the building, hanging from a bracket or other approved location. (For specific permitted signage locations see Sections 5D-8 and 5D-17).

The overall style and character of signage shall be simple and consistent, and shall not detract from the intended architectural character of the City Center. Primary business signs shall be located within the designated signage band(s), and shall not overlap or cover other architectural elements. Materials behind signage bands may be of different color or material than that of the building façade to distinguish it as a separate element, but must be visually compatible with the front façade.

Back-lit and/or neon signs of any type shall not be permitted on the



Inappropriate building signage and location



Inappropriately scaled building signage



Materials and finishes that complement their surroundings

Section 5: Architectural Character

exterior of any building. Upon approval by the City, neon signs may be permitted within display windows on the interior of the building.

5E: Materials and Finishes

5E-1: Overall Goals:

- To ensure that durable, quality materials are used on buildings and structures throughout the City Center.
- To ensure that selected materials help to create enough variety, but maintain a cohesive character throughout the City Center.

5E-2: Materials Palette

The materials palette for the Oakley City Center shall be composed of materials found in traditional buildings in, and around Oakley, and similar downtowns in the West. Masonry, wood or metal siding in approved colors shall be used for the exterior walls of the buildings. Stucco may be used with restraint on the upper level façade only. However, stucco should never be the dominating material. Stone and metal may be used to add detail to the façade, though extensive use of polished stone and reflective metals shall not be permitted.

The use of contemporary, sustainable and environmentally friendly materials within the City Center is encouraged. These materials shall be similar in appearance, color, and texture to approved traditional materials.

5F: Color

The use of color is one of the most important components defining the compatibility of a grouping of buildings within a downtown core. The



Example of acceptable building materials



Example of colors that blend different materials together



Unacceptable primary color dominance

Section 5: Architectural Character

perceived success of a grouping of adjacent buildings may be enhanced by a well chosen color palette or degraded by a poorly chosen color palette. Therefore, the goals and standards are established to give direction rather than regulate the color choices.

5F-1: Goals:

- To promote building diversity within the City Center.
- To enliven the City Center and evoke a sense of richness.
- To control excessive and subjective use of color.
- To promote visual continuity.
- To accentuate the various building elements.

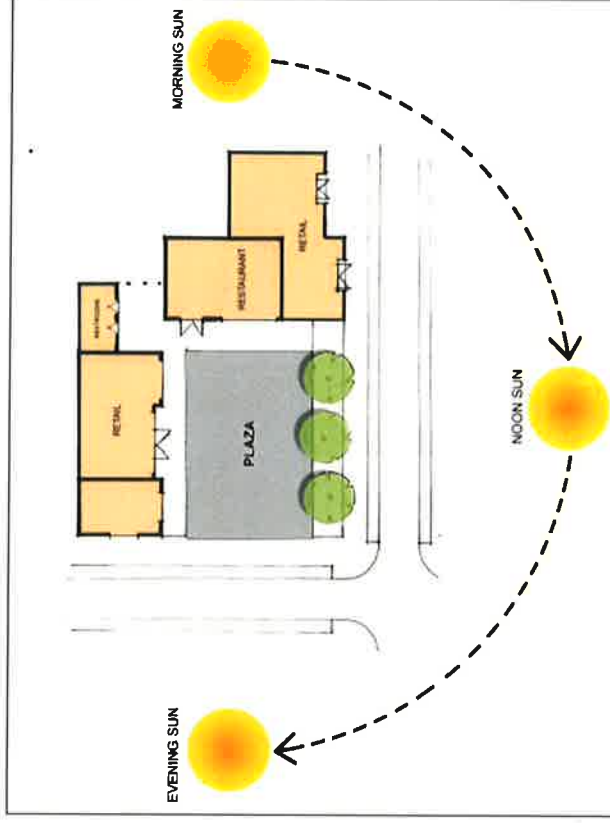
5F-2: Color Palette

Colors inherent to their material, as well as earth tones, shall be encouraged for their use within the City Center. Bold, yet muted colors are acceptable. Primary colors are discouraged as field colors, but may be used as accent colors. However, primary colors shall not be the dominating colors.

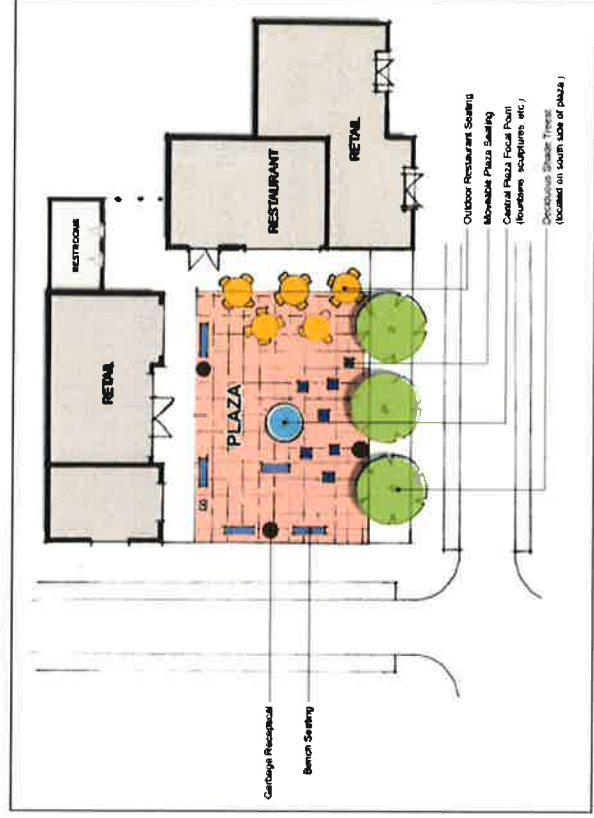
Primary colors may also be used for building accents, awnings, sidewalk umbrellas, and exterior furniture such as bike racks, seating, and waste receptacle containers. Neon colors shall not be permitted.

5G: Open Spaces

Open spaces are essential public gathering places within any successful City Center. They serve as important places for eating, resting, socializing, and observation for people who use the City Center. Open spaces also encourage community activity by providing large spaces for people to converge. Open spaces within the Oakley City Center shall include



Plaza oriented to maximum solar exposure throughout the day



Public plaza amenities and exterior furniture locations

Section 5: Architectural Character

formal and informal pedestrian plazas and parks.

5G-1: Goals:

- To promote active use of open spaces provided in the City Center.
- To attract a diverse population in the various open spaces.
- To ensure open space are visible, safe, accessible and comfortable for users.
- To ensure that open spaces are oriented properly to make them comfortable through most of the year.

5G-2: Orientation

Open spaces such as public plazas and parks shall be oriented to promote their use throughout the year. Ideally open spaces shall be oriented to the south to ensure that they receive adequate solar exposure throughout the year. Temporary or permanent shading measures shall be provided during the summer months to reduce the heat effect of direct sun exposure.

Public plazas shall be located within close proximity of, or immediately adjacent to, active businesses such as restaurants, cafes, coffee shops, and retail shops to allow the interior activities to extend outside.

Open spaces shall be visible from adjacent buildings and streets, and shall be located adjacent to major thoroughfares to promote safety and use.

5G-3: Restrooms

Restrooms for public use may be incorporated into commercial buildings.



Focal point of a public plaza



Examples of public plazas and amenities

Section 5: Architectural Character

5G-4: Furniture

A combination of moveable and non-moveable seating opportunities shall be provided within all open spaces of the City Center. Informal seating such as raised planter beds, raised curbs, low walls, and wide steps are encouraged within plazas and along pedestrian sidewalks.

Exterior furniture shall be strategically placed within open spaces to promote use. For example, vending stands, drinking fountains, and trash receptacles should be located along the edges of plazas and pedestrian sidewalks, keeping the center free for interaction and other activities. Public displays of art work and fountains may be placed in the center of plazas to create a strong focal point.

Plaza amenities such as vending stands, garbage receptacles, portable heating elements, art, and drinking fountains for both pets and humans shall be provided in major plazas and parks

All proposed open spaces within the City Center shall be well lighted to promote use and safety of users. Special lighting may also be introduced to highlight plazas and promote way finding after dark.

5G-5: Plaza Surfaces

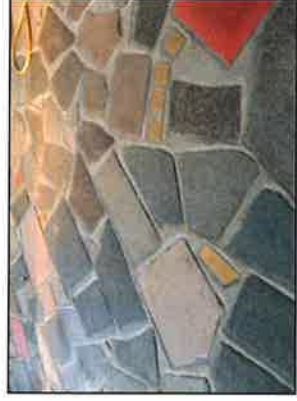
Plazas shall be distinguished from other pedestrian spaces through the use of surface materials with different patterns, color, and texture. These surface materials shall be well textured, non-slip, durable, and easy to clean and maintain. Surface materials such as flagstone, brick, or concrete pavers are recommended for plaza surfaces.

5G-6: Programming

Plazas within the City Center should be programmed for activities



Examples of acceptable exterior furniture



Paving materials acceptable for public plazas

Section 5: Architectural Character

throughout the year. The following is a list of possible activities which could be held within the City Center public open spaces at various times of the year:

- Winter - Ice skating, ice carving, Christmas tree party.
- Spring - Bouquets, Easter celebrations, fairs, and other city activities.
- Summer- Farmers' markets, fairs, art shows, book shows, antique show, other city activities, concerts, and general outdoor seating.
- Fall - Halloween activities, Thanksgiving celebrations and art shows.



Outdoor festival



Outdoor Halloween straw maze



Christmas festival



Outdoor Thanksgiving festival

Section 6: Services

6A: Services

The need to service the proposed buildings within the City Center is an important need and is one that can have a positive or negative affect on the function and perception of the City Center. Opportunities to service buildings should be provided in an efficient manner with provisions for larger service vehicles.

6A-1: Goals:

- To minimize conflicts between service vehicles and other vehicles.
- To make service areas accessible and easy to maintain.
- To minimize the visual impact of service areas.
- To promote an efficient and sustainable service system.
- To maintain a clean environment within the City Center.

6A-2: Building Servicing

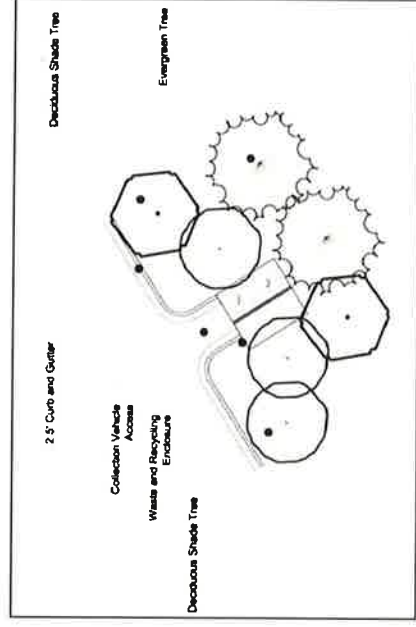
Buildings within the City Center that need servicing by large trucks shall be serviced during specific times of the day determined by the City Council and Planning Commission. The times for servicing buildings should be during off-peak hours and when the pedestrian and vehicular activity is at its lowest.

Building service locations, to the extent possible, shall be accessible from the back of the building, or along the side of the building adjacent to other buildings. Service areas and equipment shall be screened from direct pedestrian view through enclosures and/or landscaping treatments.

Small service vans and trucks should be permitted to service buildings at anytime from adjacent parking lots and on-street parking areas, provided that the flow of pedestrian and vehicular circulation is not interrupted.



Service area located between buildings is discouraged



Typical garbage/recycling enclosure screening diagram

Section 6: Services

Turning radii for all service vehicle access ways shall be wide enough to accommodate a variety of service vehicles. The minimum inside turning radius for service vehicle access ways shall be twenty-five (25) feet.

6A-3: Garbage Collection and Recycling

Garbage collection areas within the City Center shall be located behind buildings, and where there is enough accessible space, garbage collection areas and other services may be located between buildings. All garbage collection areas shall be fully enclosed and screened with landscaping treatments.

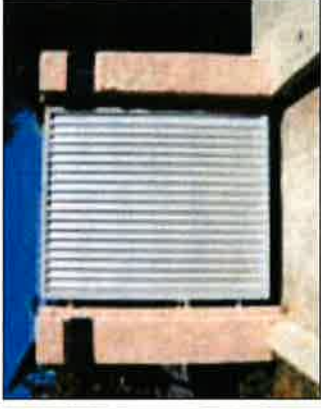
Recycling programs should be encouraged by the City for all new businesses within the City Center to participate in. Recycling containers shall be included within the garbage collection enclosures for convenient servicing and accessibility.

Pedestrian trash receptacles shall be located at strategic locations along all pedestrian circulation routes and within plazas.

6A-4: Snow Storage and Removal

Accommodations for snow storage within the City Center shall be provided. Snow storage areas shall be designated within open spaces, peripheral areas of parking lots, and planter strips along streets. Snow storage shall not disrupt normal pedestrian and vehicular circulation flow, to the greatest extent possible.

All designated snow storage areas shall be accessible to snow plow trucks and snow removal trucks.



Examples of acceptable garbage and recycling enclosures.



Examples of unacceptable garbage and recycling enclosures.



Section 7: Sustainability

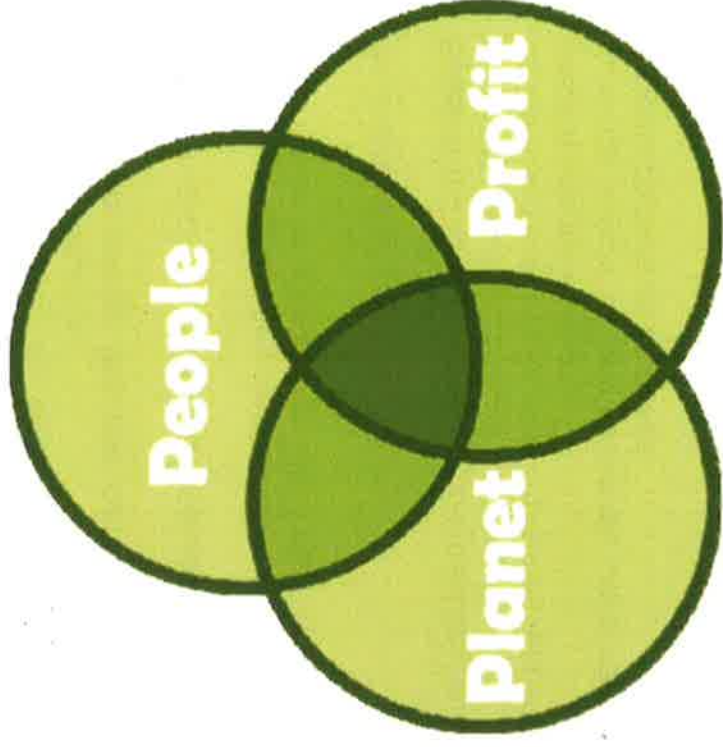
7A: Sustainability

Sustainable Design has become increasingly important in the building industry. Sustainable building design is not only the right thing to do, but it makes practical business sense. Sustainable buildings and landscaping can reduce cost, risk, resource consumption, and environmental impact, while improving morale, health, brand image, productivity, and quality of resources.

In order to create a successful, low environmental impact City Center, sustainable planning should begin at the earliest stage possible to integrate sustainable solutions. Proper design will ensure a resource, water, and energy efficient City Center that will serve as a model of sustainability to other growing communities.

7A-1: Goals:

- Minimize earthwork by using the site's existing topographical opportunities to further refine the overall site plan.
- Orient buildings to maximize potential for solar energy and passive solar design.
- Incorporate alternative surfacing materials for roads, parking lots, and pedestrian sidewalks to increase water infiltration.
- Follow water-wise landscaping practices by installing efficient irrigation systems and drought tolerant plant materials and grass mixes.
- Preserve open spaces for City residents, visitors, and public use.
- Require ENERGY STAR qualified buildings to reduce energy use.
- Require water efficient appliances in commercial and residential buildings.
- Encourage the use of recycled, salvaged, and renewable materials in building construction.



Section 7: Sustainability

7A-2: Sustainability Opportunities

The following are sustainable opportunities for the City Center, which should be addressed during the design and construction of the City Center.

7A-3: Overall Sustainability of Project

- Minimize impact on the environment and reduce the use of non-renewable resources.
- Reduce the energy use and costs over the lifetime of the City Center.
- Create indoor environments that do not cause adverse health affects.
- Achieve green building certification such as LEED, Green Globes, or Build Green for all buildings within the City Center.

7A-4: Construction and Waste

- Builders and contractors shall implement best management practices to control site erosion and protect watersheds.
- Builders and contractors shall implement and enforce a construction waste management plan.
- Buildings should be commissioned once completed to ensure all systems perform as designed.

7A-5: Materials

- Use locally available materials to reduce transportation costs and support local economies.
- Use recycled or salvaged materials to reduce the need for natural resources.
- Use materials that can be easily recycled or reused.



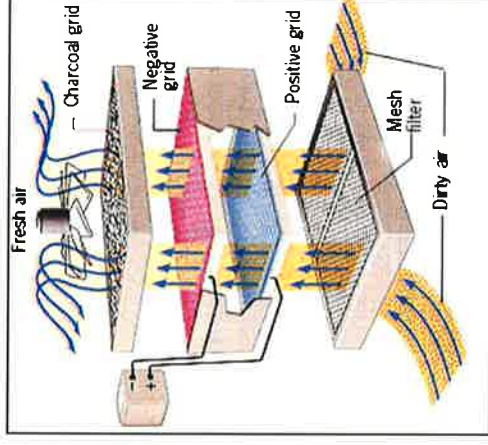
Recycled wood siding



Recycled timber products

Section 7: Sustainability

- Use materials that are made from renewable sources, typically grown from agricultural crops.
- Use durable materials that will withstand harsh climates and outlast other less durable materials.
- Use certified sustainable harvested wood for lumber, decking, and interior woodwork.
- Use fly-ash in concrete applications.
- Perform a Life Cycle Assessment to determine the sustainability of materials and analyze trade-offs among multiple environmental impacts.



Indoor air filter diagram

- Use ventilation, HEPA filters, or sensors within buildings to improve air quality and provide adequate fresh air supply.
- Use materials with low toxicity, i.e. low VOC's, no formaldehyde, or carcinogens.
- Use water filters to improve drinking water quality.
- Minimize acoustic disturbances from indoor equipment and exterior sources.
- Minimize opportunities for mold and fungal growth.

7A-7: Energy Efficiency

- Use passive solar design to take advantage of sun for heating and cooling.
- Use alternative building methods and construction techniques to improve efficiency and lower environmental impacts.
- Establish high insulation standards for building shells and foundations.
- Use ENERGY STAR certified appliances, which include clothes and dish washers, hot water heaters, refrigerators, freezers, HVAC equipment, fans, lighting, computers, and other office equipment.



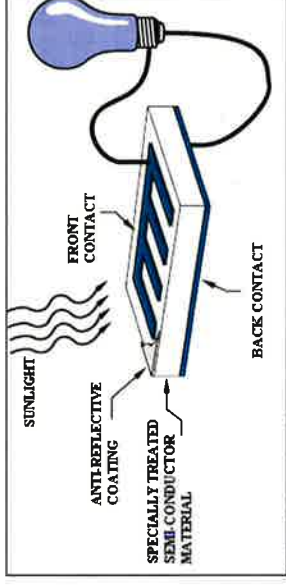
Green roof



Passive solar panels

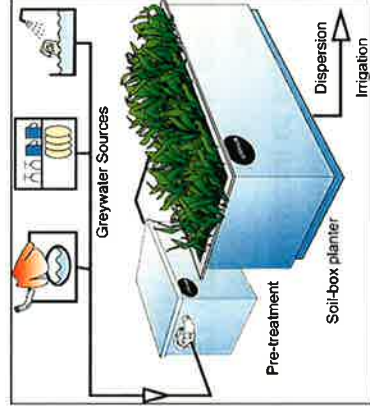
Section 7: Sustainability

- Properly size HVAC systems to provide the most efficient system for buildings. Explore systems such as radiant heating, geothermal heat pumps, and whole-house fans.
- Permit as much daylight into buildings as possible to reduce lighting loads.
- Use sensors or timers to control interior temperatures and lighting more efficiently.



7A-8: Renewable Energy

- Use photovoltaics to supplement energy needs.
- Use solar hot water heating systems to supplement water needs, where economically feasible.
- Explore the use of geothermal heat pumps for heating and cooling.
- Implement solar powered lights for exterior lighting needs.

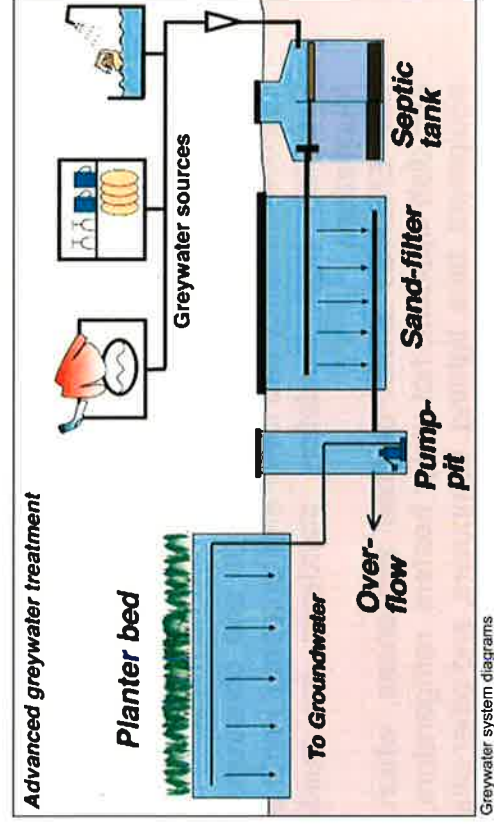


7A-9: Landscaping

- Protect, preserve, and incorporate existing native vegetation to the greatest extent possible.
- Minimize, or eliminate, the use of herbicides, pesticides, and fertilizers.
- Incorporate water-wise irrigation systems, plant materials, and grass mixes.
- Provide shade trees within parking lots and adjacent to plazas to reduce the “heat-island” effect.
- Install efficient outdoor lighting that reduces energy consumption and light pollution.

7A-10: Water Conservation

- Use water-efficient fixtures and appliances, including high efficiency toilets, low-flow faucets and shower heads, and water-efficient dish



Section 7: Sustainability

- and clothes washers.
- Incorporate water reuse or collection systems that recycle or reduce water use, i.e. grey water or rainwater collection systems.

7A-11: Storm Water Management

- Where applicable, provide curb cuts along roadways and parking lot islands to allow storm water to flow into planter areas. This helps reduce the amount of storm water in the storm water management system and allows storm water to percolate and recharge ground water.
- Provide planter areas adjacent to public plazas and pedestrian circulation routes which will serve as mini storm water retention areas and allow storm water to percolate and recharge ground water.
- Large landscaped areas adjacent to parking lots and pedestrian plazas can also serve as storm water retention areas, where runoff can be filtered before entering underground storm water systems.



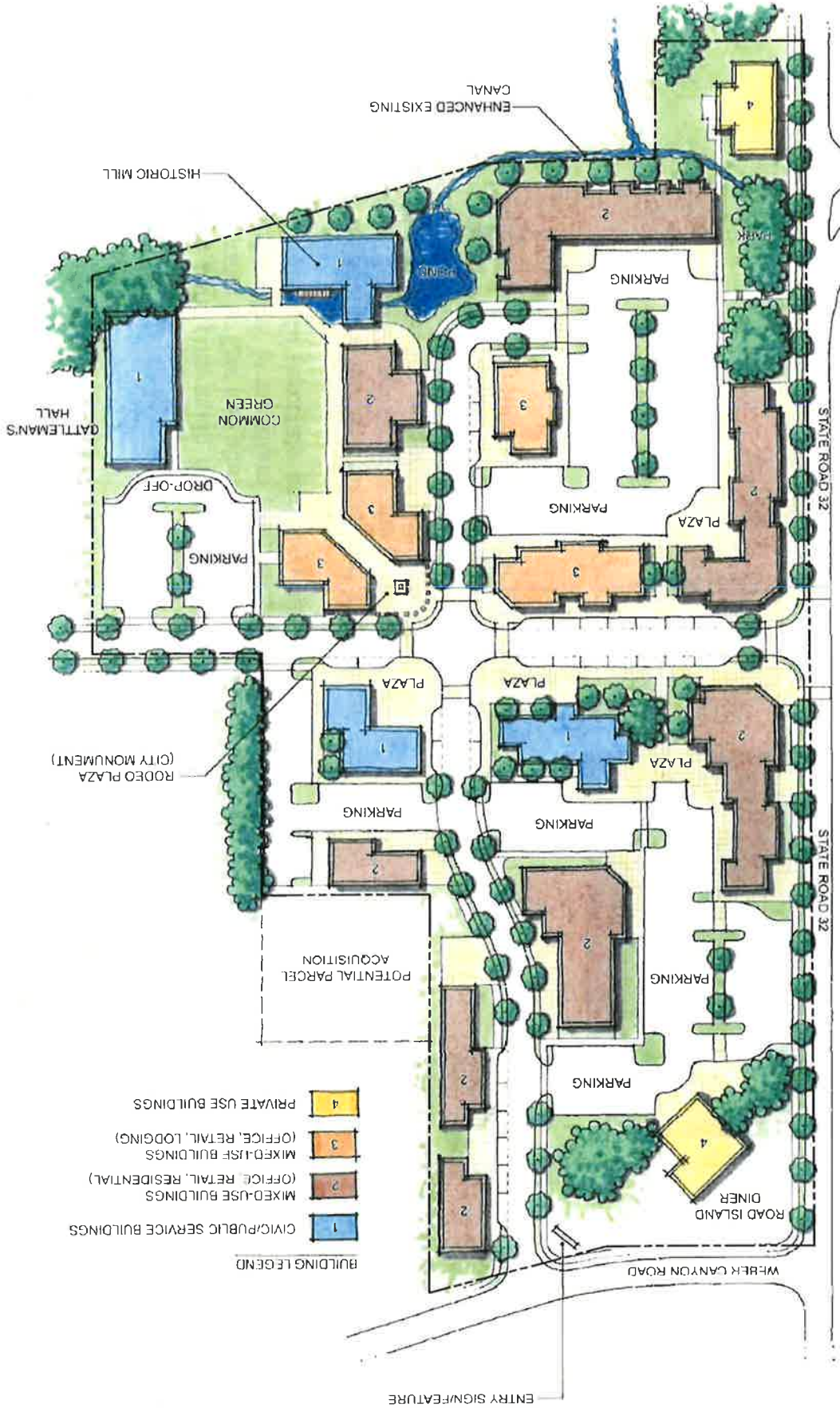
Example of a curb cut into planter area



Example of a planter area adjacent to plaza



Planted storm water retention area (rain garden)



BUILDING LEGEND

1	CIVIC/PUBLIC SERVICE BUILDINGS
2	MIXED-USE BUILDINGS (OFFICE, RETAIL, RESIDENTIAL)
3	MIXED-USE BUILDINGS (OFFICE, RETAIL, LODGING)
4	PRIVATE USE BUILDINGS