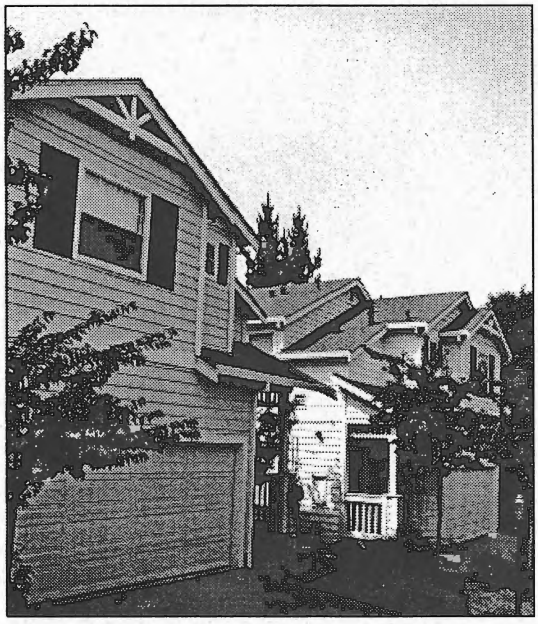

Design Review Guidelines

Walnut City of Creek

July 1996

Introduction

Design Review Guidelines is an informational booklet prepared by the Planning Division and the Public Information Office under direct review by the Walnut Creek Design Review Commission. It is intended to assist applicants in understanding the standards of design which will be used to evaluate and review projects proposed for Design Review approval. We appreciate any comments on how we can improve this booklet or the design review process to better serve the needs of the public.

Please also refer to a separate booklet, **Design Review Procedures: A Step-By-Step Guide**, which is available at the Community Development Department. The procedures guide is designed to assist applicants by clarifying City requirements for the expeditious processing of a project application.

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Chapter One/
SITE PLANNING

I. Site Relationships

A. General

1. A written design concept statement shall be submitted as part of the design review application which identifies the significant site features, supports the reasoning behind the architecture and site plan proposed, and explains how and why the site features are incorporated into the project design.

2. The site plan, building design and landscaping of new development shall achieve high quality and appearance which will enhance and be compatible with the character of the surrounding area.

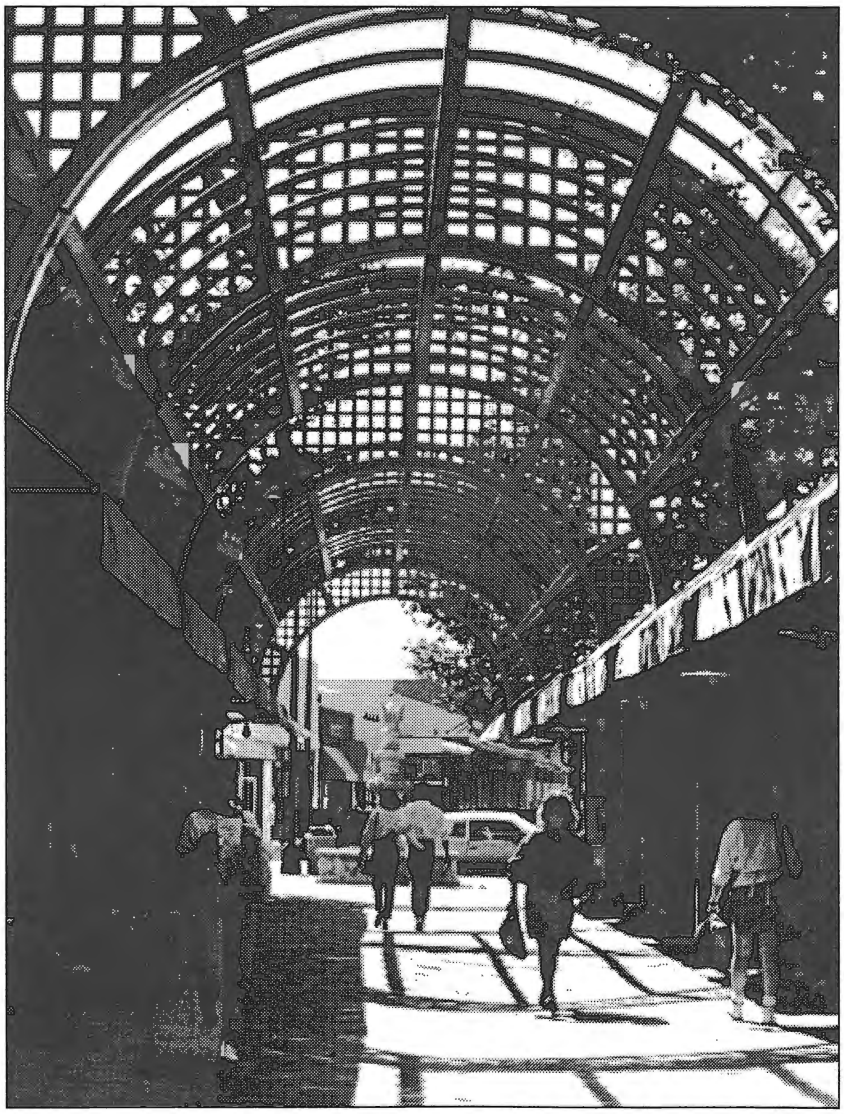
3. Significant site features such as natural ground forms, large rock outcroppings, water and significant view corridors shall be identified and incorporated into the new development.

4. Site plans shall be designed with variation both in the street patterns and the siting of structures so the appearance of the streetscape does not become overly repetitive, especially in the design of residential Planned Developments.

5. The design of outdoor spaces shall recognize and incorporate views, climate, solar angles, and the nature of outdoor activities which could occur in conjunction with the project.

6. Where identified as appropriate, new and existing development should include public plazas, courtyards, landscaping, and similar amenities or public assembly areas that are accessible and visible from the street. Such amenities shall be required in a scale appropriate to the size and location of the project.

7. Phased projects shall be designed to the greatest degree possible so that each phase, in and of itself, is complete in its functional, traffic, parking, visual, drainage and landscaping aspects.



B. Transitional Areas

1. Site planning and design of projects proposed adjacent to dissimilar land uses shall carefully address the potential undesirable impacts on existing uses. These impacts may include traffic, parking, circulation and safety issues, light and glare, noise, odors, dust control and security concerns. *(Walnut Creek Municipal Code, Sec. 10-2.3.104,A.3)*

2. Unattractive project elements such as storage areas, trash enclosures, transformers, generators and similar features should be sited in areas which are generally not visible from the street and must also be screened from view. (Also refer to policies in *IV. Fencing and Screening*)

3. Project sites which are impacted by excessive noise from the surrounding area shall use both site planning and architectural solutions to minimize impacts.

C. Grading

(Refer also to Hillside Development Standards, Site Development Ordinance and Measure P)

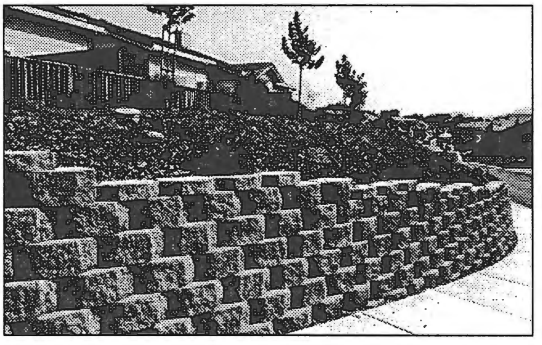
1. Abrupt or unnatural appearing grading design is not allowed. Grading on new project sites shall blend with the contours of adjacent properties.

2. Proposed cut and fill slopes shall be rounded off both horizontally and vertically.

3. Where graded building pads are allowed they should extend 3' to 5' beyond the building foundation to allow a transition to the natural setting.

4. The height and length of retaining walls shall be minimized and screened with appropriate landscaping. Retaining walls shall incorporate design elements of other architectural or natural features of the project.

5. Wood retaining walls shall not exceed 2' in height. Tall, smooth faced concrete retaining walls are discouraged.



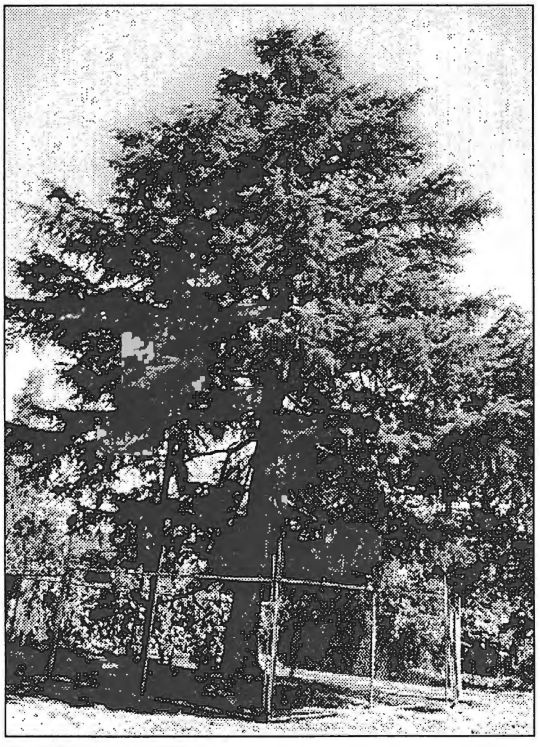
6. Wood retaining walls shall be set back from the property line, at a minimum, the distance of their height.

7. Terracing shall be considered as an alternative to the use of tall or prominent retaining walls, particularly in highly visible areas on hillsides.

8. When designing a grading plan, balancing the cut and fill is highly encouraged when it does not result in further damage to the natural

topography. Where the site plan results in substantial off-haul or infill, a mitigation plan may be required to address the impacts and clean-up of off-site construction activities. (See Site Development Ordinance.)

9. Grading under the drip line of protected trees is prohibited to prevent soil compaction and significant root damage. On sites in the Open Space/Agriculture designation, the restriction on grading is extended to one and one-half times the distance from the trunk to the drip line. (See Walnut Creek Tree Preservation Ordinance and Measure P.)



D. Engineering/Drainage

1. All onsite drainage shall be collected and conveyed to an approved underground storm drainage system.

2. All on-site drainage patterns shall occur on or through areas which are designed to serve this function.

3. Drainage from rooftops or other impermeable surfaces shall not be conveyed into planter areas that are surrounded by hard surfaces without a drain inlet.

4. Drainage shall not be conveyed within the drip line of any tree on the site to be retained.

5. Drainage from landscape areas shall be properly conveyed and contained and shall not be allowed to drain freely across sidewalks, landscape and building faces.

E. Pedestrian and Vehicular Circulation

1. Circulation patterns shall be as obvious and simple as possible. All likely pedestrian routes should be considered in the design phase to eliminate "short cuts" which damage landscape areas.

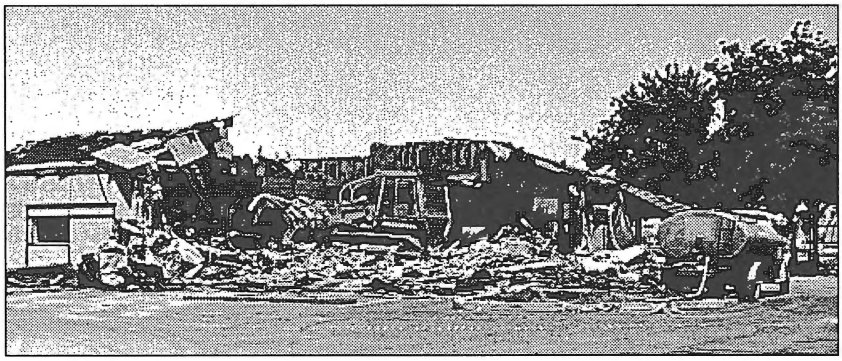
2. All site facilities and amenities shall be accessible to people with disabilities in accordance with the provisions of the California Building Code, Title 24, Disabled Access Requirements. Accessibility requirements include the provision of special parking spaces, ramps, signage and the like.

3. Circulation systems shall be designed to avoid conflicts between vehicular, bicycle and pedestrian traffic. Pedestrian circulation shall take precedence over vehicular circulation.

4. New driveways should be sited away from or immediately opposite street intersections and the number of driveways shall be minimized, consistent with the direction of the Transportation Division for purposes of traffic safety.

5. The width of curb cuts shall be minimized, but shall always meet the requirements of emergency service vehicles. A wider curb cut may be required on a higher speed street.

6. Where pedestrian circulation crosses vehicular routes, a change in grade, materials, textures or colors shall be provided to emphasize the conflict point and improve its visibility and safety.



7. Circulation routes shall focus upon main entries and exits and also identify secondary access points.

8. All elements of the site design shall accommodate access requirements of emergency vehicles and services.

9. Service functions shall be integrated into the circulation pattern in a manner which minimizes conflicts with vehicles and pedestrians.

10. Redundant circulation which unnecessarily reduces the amount of site available for landscaped areas shall be minimized.

F. Construction

1. New development along streetfronts in the downtown Pedestrian Retail area shall provide covered pedestrian walkways/barricades during construction to protect passersby. Such walkways shall comply with the provisions of the Uniform Building Code.

2. Noise and other impacts which occur primarily during construction shall be regulated by "Construction Term Guidelines"* which are enforced by the Building Division.

(* "Construction Term Guidelines" shall be developed by both the Planning and Building Divisions for the implementation by the Building Division.)

3. Construction activities are restricted to weekdays between the hours of 7 AM to 6 PM unless specified otherwise by the project approval. Any exceptions to these restrictions may only be granted by the Community Development Director.

4. Cut and fill slopes that have been graded but not completed by October 15 of any given year shall be hydro-seeded with perennial or

native grasses and flowers. Any stock piles of loose soil existing on that date shall be hydro-seeded in a similar manner. Erosion control shall comply with the City Site Development Ordinance, the Storm Water Management Plan and the ABAG Erosion and Sediment Control Measures Manual.

5. When there is no alternative but to leave portions of a phased project in an unfinished state over a period longer than one year, a mitigation plan shall be submitted and approved by staff to ensure acceptable site conditions will be maintained.

II. Landscape Design

A. General

1. Landscaped areas shall be maximized and balanced throughout the site.

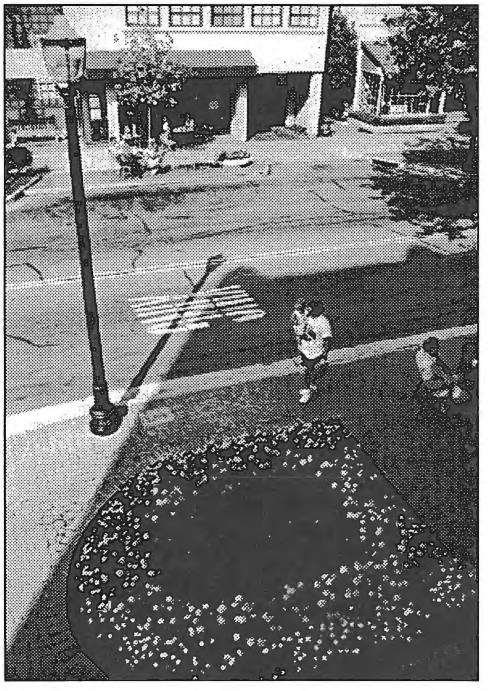
2. All landscaping shown on plans approved by the City shall be continually maintained in a healthy and weed-free condition.

3. Tree and shrub planting should be grouped together to create strong accent points within the site plan unless circumstances dictate otherwise.

4. Dense landscaping and/or architectural treatments shall be provided to screen unattractive views and features such as storage areas, trash enclosures, freeway structures, transformers, generators, and other similar elements.

5. Electrical transformers which are installed as part of a new project shall be located to the rear of the site or undergrounded. Existing transformers located at the front of the site shall be screened by substantial landscaping and/or an architectural barrier.

B. Parking Lot Landscape



1. Landscape shall permit adequate sight distance for motorists and pedestrians entering and exiting a site and shall not interfere with circulation patterns. (See Figures 1 and 2 in Appendix II.)

2. Landscaping shall be provided adjacent to and within parking areas to screen vehicles from view and to minimize the expansive appearance of parking fields. This landscaping should include fast growing trees in parking lots to create summer shade.

3. Landscape planting areas shall be provided an average of every ten parking stalls within a surface parking lot to provide visual relief and summer shade. Landscape planting areas which are used for separation between banks of parking stalls shall be a minimum of 4' in width.

4. In general, the minimum clear inside dimension of a landscape planting area shall be 2 feet. However, trees (with the exception of shrub standards) shall not be planted in areas of less than 4' in width.

5. Reinforced Portland cement concrete curbing shall be used at the edges of all planters and paving surfaces adjacent to auto circulation or parking areas.

6. Shrubs and trees shall be installed at appropriate locations to prevent damage from vehicles.

7. A 2.5 foot auto overhang is allowed over landscape areas which shall not be less than 4' in width. Plants shall be chosen for those locations which can tolerate highly adverse conditions. (See Figure 1 in Appendix II.)

C. Landscape Design Standards

1. All plant materials shall be sized so that the landscaping has an attractive appearance at the time of installation and a mature appearance within three years of planting.

2. Unless unusual circumstances prevail, all street trees or parking lot trees shall be a minimum of 24" box size. In other areas, proposed trees shall meet the following standards:

1- 14 trees proposed: 50% shall be 24" box size min., remainder shall be 15 gallon size min.
More than 14 trees proposed: Of the first 14 trees, 50% (or seven trees) shall be 24" box size minimum, and the remaining seven trees shall be 15 gallon minimum size. 30% of the remaining trees proposed shall be 24" box size min., and the remainder shall be 15 gallon size min.

3. In certain prominent public areas, trees larger than 24" box size may be required to create a strong design element.

4. In cases where existing highly protected trees are allowed to be removed for new development, substantial additional trees, other landscaping, and/or additional mitigation measures shall be required beyond the guidelines established in this section. (See Walnut Creek Tree Preservation Ordinance.)

5. All proposed shrubs except accent, color or ground cover planting shall be a minimum of 5 gallon size. Shrubs and ground cover plants shall be spaced close enough together to ensure an attractive and mature planting effect.

6. Screen hedges shall offer frequent visual breaks for accent planting.

7. Water intensive landscaping, such as turf grass, should be concentrated in areas of high visibility and use. The combined square footage of turf grass and decorative water (e.g. fountains, ponds, etc.) shall be minimized to reduce water use and evapotranspiration. (See City of Walnut Creek Water Conservation Guidelines.)

8. No irrigated landscape area will be allowed under existing oak trees or other highly protected species which would be adversely effected. (See City of Walnut Creek Tree Preservation Ordinance.)

9. Plant materials should be chosen which grow well in Walnut Creek's climate and the given soil conditions without requiring excessive irrigation. (See City of Walnut Creek Water Conservation Guidelines.)

10. A plan for an automatic irrigation system and certification (preferably by a Landscape Architect) that the plan is in compliance with the City's Water Conservation Guidelines shall be provided as part of a complete project application submittal to insure that all plants receive adequate water for healthy growth.

11. Energy conservation within structures shall be addressed by recognizing the sun exposure on the site and providing appropriate tree species (deciduous trees on the southern exposure, coniferous and broadleaf evergreen trees along the eastern and western exposures, and evergreens along the northern exposure.)

12. Trees shall be carefully selected and located where they will complement the building elevation and shall not block all retail storefront signage from view.

13. Tree species should be selected with root growth habits that will not cause damage to sidewalks, or such tree species should be sited away from such hardscape areas.

14. Proposed new trees should be compatible with an established design program or with the neighborhood pattern. (See also **E. Street Trees.**)

15. All new residential subdivisions shall include street trees as recommended by the Design Review Commission and Park Superintendent. (Walnut Creek Municipal Code Sec. 7-1.405).

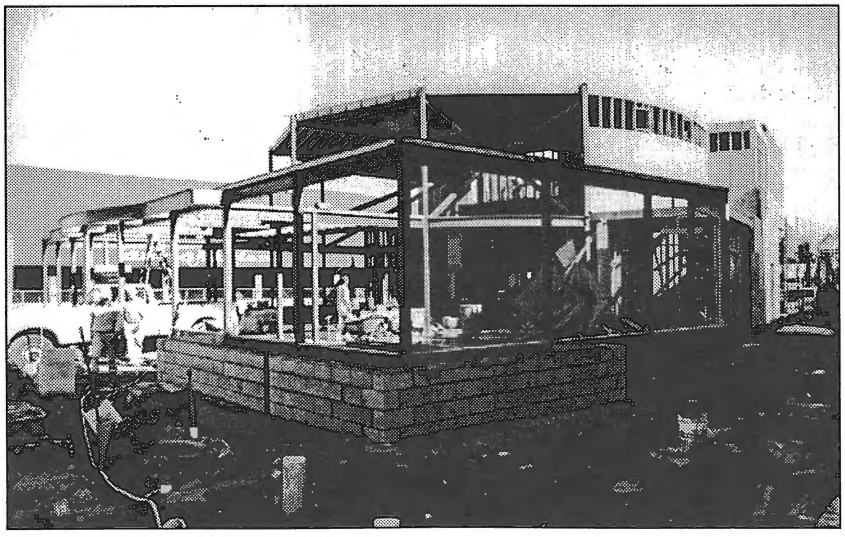
D. Construction Requirements

1. Final landscape plans, irrigation system plans, tree preservation techniques and preservation guarantees shall be reviewed and approved by staff prior to the issuance of a building permit.

2. Landscaping plans shall show all obstructions such as street lights, meters, backflow devices, utility covers, transformers, and similar objects which may affect plant placement and installation limitations.

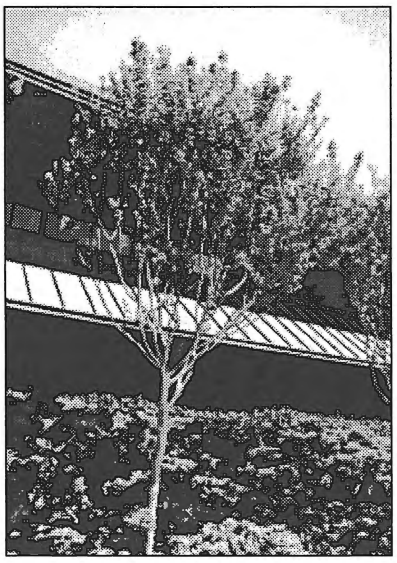
3. When constructing new landscape planting areas on surfaces which where previously covered by pavement or structures, all existing asphalt, base rock or other deleterious material shall be removed to the depth of the native soil and clean soil shall be used to backfill the planting area.

4. All exposed dirt areas shall be



covered with bark or mulch or other weed control measures included as part of final landscape installation.

5. The area under the drip line of all existing oaks and other protected trees, etc., which are to be saved shall be fenced prior to construction. Grading operations are restricted under such trees to prevent soil compaction and to reduce root damage. (See Walnut Creek Tree Preservation Ordinance.)



6. When installing street trees, Standard City Specifications regarding grate size, staking, etc. shall be consulted (Walnut Creek Municipal Code Sec. 7-1.406 - 7.1.407 and Engineering Requirements).

E. Street Trees

The Community Development Department maintains a master tree planting plan for all city streets. This plan provides a list of approved tree species for each street in residential and non-residential zones. The Street Tree List in included as Appendix I. Street Tree Planting Figure and Minimum Sidewalk Dimension Figure are included in Appendix II. Refer also to the Walnut Creek Municipal Code, Article 4. Street Trees, Sec. 7-1.401 - 7-1.410.

Planting Standards - Commercial/ Non-Residential Districts

1. Street trees shall be installed in the public right-of-way for all development within non-residential districts. The Street Tree List (Appendix I) designates approved tree species for each street and new trees shall be planted consistent with the plan and the street tree standards and guidelines.

2. In commercial areas, street trees shall be required in addition to any proposed on-site landscaping to provide the shading, visual enhancement and continuity for the streetscape.

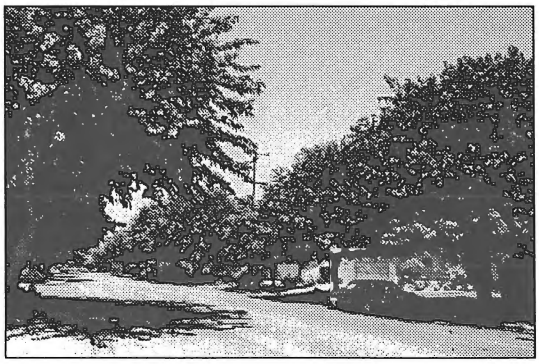
3. Street trees shall normally be planted at 40' intervals.

4. Any existing street tree which constitutes a specimen or mature tree within the regulation of the Walnut Creek Tree Preservation Ordinance may be substituted for the required street tree.

5. All street trees within non-residential areas shall be a minimum of 24 inch box size.

6. Street tree placement shall include consideration for vehicle line of sight, entrance and exit curb cuts, street light and traffic control devices, and other site specific conditions as part of design review process.

7. Street trees shall be installed consistent with planting standards



maintained by the Community Development Department which specify soil depth, irrigation requirements, tree grates, staking, and other planting details.

Planting Standards - Residential Districts

1. The master street tree planting plan specifies approved tree species for each residential street. Property owners shall install and maintain street trees consistent with this plan.

2. In residential areas, street trees shall normally be planted at 40 foot intervals.

3. In residential areas, street trees shall be planted at least three (3) feet away from a public sidewalk, at least ten (10) feet away from sewer or water lines, and at least five (5) feet from a driveway, except in an existing parkway area as approved by the Community Development Department or the Design Review Commission.

4. All street trees in residential districts shall be installed at a minimum of 24 inch box size.

III. Off-Street Parking Design

A. Site Design

1. The visual impact and presence of vehicles shall be minimized by generally siting parking areas to the rear or side of the property rather than along street frontages, providing underground parking, and screening parking areas from views both interior and exterior to the site. Parking areas may be considered in the front of the site in certain retail areas, such as neighborhood shopping centers, provided appropriate landscaping and setbacks are incorporated into the parking design.

2. Shade should be provided for parked cars. As a general rule, trees shall be installed so that a minimum ratio of 1 tree per 10 parking stalls is maintained. Trees which are installed in perimeter landscaping may count toward the 1:10 ratio, and an even spacing of trees throughout the parking lot is not always required (such as in auto display lots). In very large parking lots or where a special design objective is desired, a lower ratio of trees to parking stalls may be required by the Design Review Commission to achieve the desired canopy coverage.

3. Pedestrian pathways shall be separated from auto circulation routes.

4. Bicycle parking spaces shall be provided within commercial development (with certain exceptions) in convenient and secure locations. The ratio of bicycle parking spaces to auto parking spaces shall be 2 percent. In public and semi-public projects, the number of bicycle parking spaces shall be specified in the use permit.

For each bicycle parking space required, a stationary object shall be provided to which a user can secure both wheels and the frame of the bicycle with a user-provided 6 foot cable and lock.

5. Single entry parking lots shall provide adequate clear depth for

turnarounds. (See Figures I and 2 in Appendix II.)

6. Where required, the last parking stall in an aisle shall contain an end island area to provide adequate turning and maneuvering room. (See Figure 2 in Appendix II.)

B. Dimensions and Materials

1. Continuous portland cement concrete curbing and vehicle stall striping shall be provided for all parking areas (minimize wheel stops).

2. Parking lots shall be designed with adequate landscape areas to avoid the appearance of a "sea of asphalt". A minimum landscape area of 5 feet to the back of the perimeter curb stop shall be required where landscape separation is needed.

3. Trees installed in parking lots shall be protected from vehicle damage by concrete curbing which surrounds the landscape pocket.

4. Driveway entrances shall provide 10' clear behind sidewalk prior to starting the first parking space. (See illustration in Appendix III.)

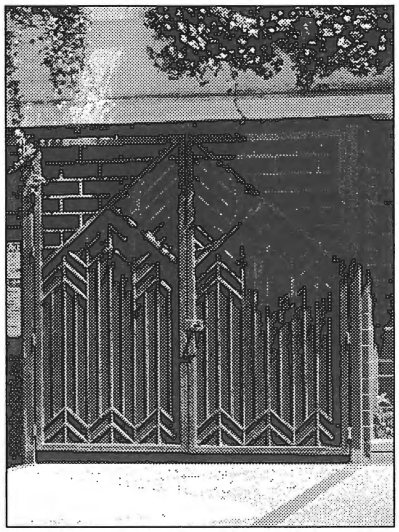
5. The driveway entry "throat" of large shopping center parking areas shall provide at least 25' to 40' clear before a turning movement occurs. This shall provide sufficient queuing room for entering cars off the street. (See illustration in Appendix III.)

IV. Fencing and Screening Design

A. Design Standards

1. All new soundwalls, masonry walls or fences 50 feet in length or longer, and 4 feet in height or taller shall be designed to minimize visual monotony though changes in plane, height, material or material texture or significant landscape massing where appropriate.

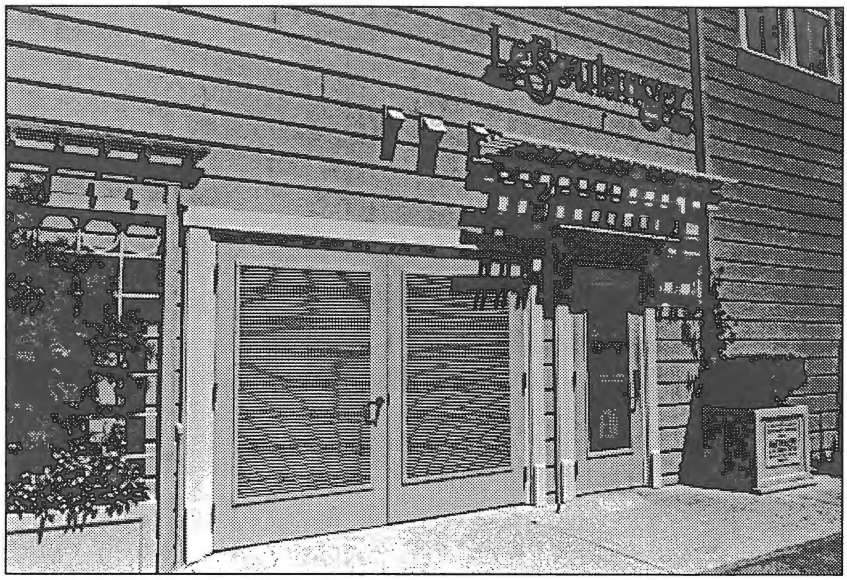
2. All fencing should be designed as an integrated part of the site, rather than as a separate fence, i.e. planter wall, continuation of architectural wall, etc. Chain link fencing is discouraged. Use of special fencing design or materials should be discussed in the Design Narrative submitted with the Design Review application.



3. Utility lines are required to be undergrounded within the Core Area, along identified scenic corridors, at gateways and at other prominent locations.

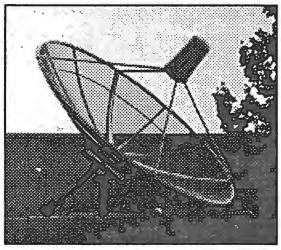
4. Electrical transformers and similar utility structures shall be undergrounded or placed in the rear of the site. If undergrounding is infeasible due to preexisting site conditions such as a high water table, the facility shall be enclosed

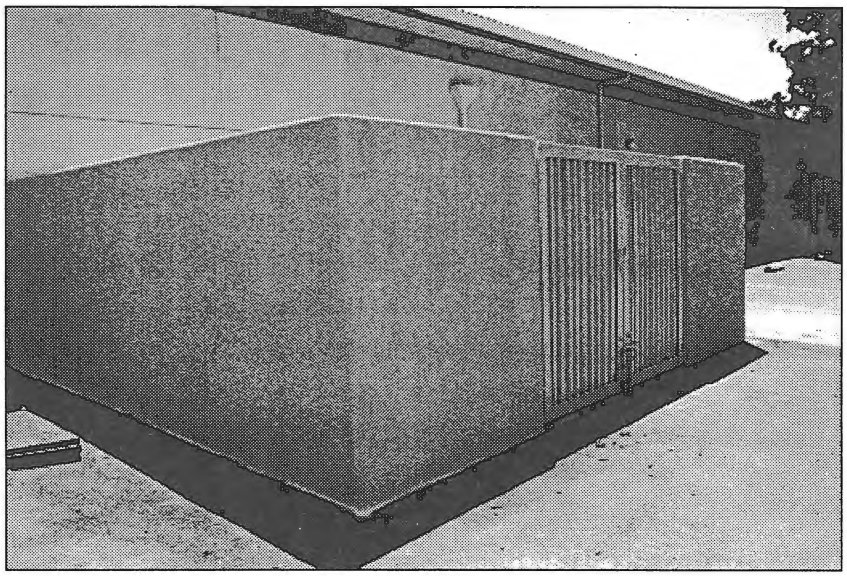
within the building or adequately screened from the view of any public right-of-way. Screening will preferably use solid materials, such as berming or enclosures rather than reliance solely on plant materials.



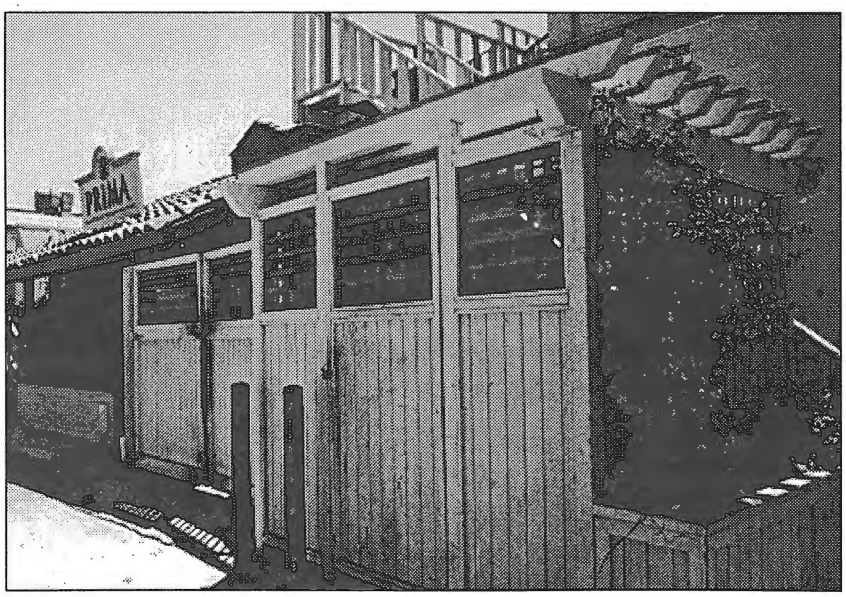
5. The design of fencing, sound walls, carports, trash enclosures, and similar site elements shall be compatible with the architecture of the main buildings and should use similar materials.

6. Rooftop mechanical and electrical equipment, microwave antennae, or building elements to screen such equipment shall be designed as an integral part of the building architecture.





7. All exterior trash and storage areas, service yards, loading docks and ramps, wood service poles, electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, transformers, etc., shall be screened from view in a manner that is compatible with the building and site design. Screening materials shall be substantial and durable, and the screening shall be well-designed. Generally, all such elements should be located to the rear of the site and/or away from a major street.



B. Trash Enclosures

1. Trash enclosures shall be constructed of sturdy, durable, opaque materials (with trash receptacles screened from view) which are

designed to be compatible with the project architecture.

2. Trash enclosures shall include adequate, accessible and convenient areas for collecting and loading recyclable materials. Dimensions of the recycling area shall accommodate receptacles to meet the recycling needs of the project. To determine the appropriate dimensions needed for dumpsters and waste wheelers, contact the solid waste and recycling management representatives.

3. Whenever feasible, areas for collecting and loading recyclable materials shall be adjacent to the solid waste collection areas.

V. Exterior Lighting Design

1. Exterior lighting shall be architecturally integrated with the building style, material and colors.

2. Exterior lighting of the building and site shall be designed so that light is not directed off the site and the light source is shielded from direct offsite viewing.

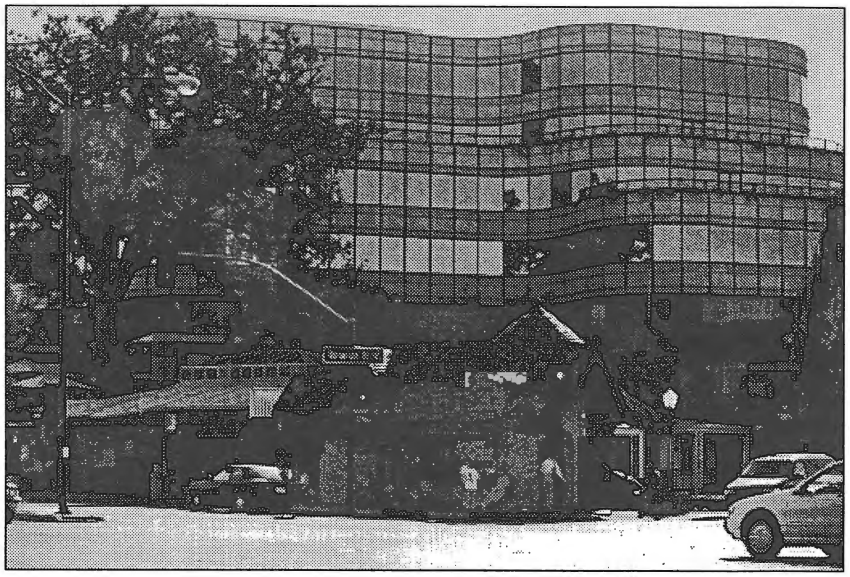
3. Fixture mounting height should be appropriate for the project and the setting. Use of low, bollard-type fixtures, 3-4 feet in height are encouraged as pedestrian area lighting. The mounting height of fixtures in smaller parking lots or service areas should not exceed 16 feet, with lower mounting heights encouraged, particularly where adjacent to residential areas or other sensitive land uses.

4. Raised light pole bases shall be attractively designed and well-detailed to be compatible with the overall project. The use of "sonotube" type concrete pole bases is discouraged.

5. The placement of light poles within raised curb planter areas is encouraged, but conflicts with parking lot trees which can obscure the lighting should be avoided.

6. The use of vandal resistant well lighting is encouraged for lighting monument signs.

Chapter Two/ ARCHITECTURAL GUIDELINES



I. General Architectural Guidelines

1. Architectural design shall be compatible with the developing character of the neighboring area. Design compatibility includes complementary building style, form, size, color and materials.

2. Diversity of architectural design shall be encouraged within the City. "Theme" or stylized architecture which is characteristic of a particular historic period or trend shall not be encouraged, unless the existing building or site is historically important to the district or necessary for architectural harmony.

3. Multiple buildings on the same site shall be designed to create a cohesive visual relationship between the buildings.

4. Exterior building design and detail on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.

5. Commercial and residential buildings shall be sited to provide functional, livable outdoor spaces, and public spaces which enhance the use of the building and, to the greatest extent possible, the neighboring buildings.

6. Building siting shall take best advantage of solar orientation, climatic and other environmental conditions, shall encourage safety and privacy of adjacent outdoor spaces, and shall reduce the impact of noise received by, or resulting from, the project.

7. Exterior materials shall be durable and of high quality. Highly reflective materials in general are discouraged. Non-durable materials such as thin layer synthetic stucco products shall not be used within 8 feet of ground level unless specially reinforced or located away from pedestrian accessible areas.

8. Buildings that are stylized in an attempt to use the building itself as advertising shall generally be discouraged, particularly where the proposed architecture is the result of a "corporate" or franchise style.

9. The visibility of roof-top equipment should be minimized by grouping all plumbing vents, ducts and roof-top mechanical equipment away from the public view. This guideline is primarily focused upon

commercial and multiple family residential projects.

10. Code required elements, such as parapet walls and screen walls shall be treated as an integral part of the architecture and these elements shall not visually weaken the design.

11. All vents, gutters, downspouts, flashing, electrical conduits, etc., shall be painted to match the color of the adjacent surface, unless being used expressly as a trim or accent element.

12. Soffits and other architectural elements visible to the public but not detailed on the plans shall be finished in a material compatible with other exterior materials.

13. No new building or remodeling of an existing building shall use mill-finish (non-colored) aluminum metal windows or door frames unless specifically requested by the applicant and approved by the Design Review Commission.

14. Standards for temporary buildings are the same as those for permanent buildings. Permanent landscaping is required.

15. Material or color changes generally should occur at a change of plane. Material or color changes at the outside corners of structures which give the impression of "thinness" and artificiality of the material are discouraged. Piecemeal embellishment and frequent changes in material should be avoided.

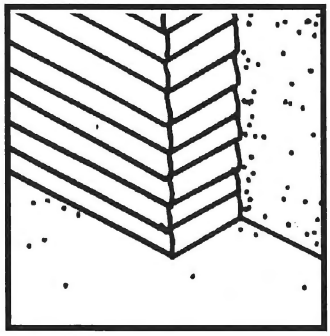
16. Approved address numbers shall be provided so that they are legible to the public from the street fronting the property. Commercial address signs in the downtown area shall be illuminated.

II. Residential Architecture

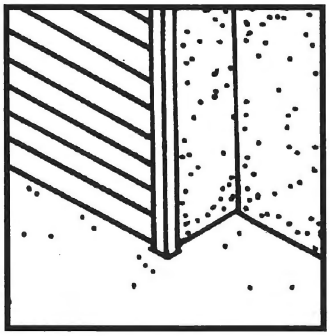
A. General Residential Guidelines

1. In areas where there are changes in land use or residential density, new residential development shall be designed to provide a transition between uses (through the use of setbacks, site plan, building massing, driveways locations, etc.).

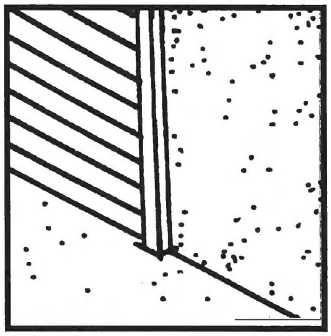
2. Infill development within existing neighborhoods shall be sensitively designed to respect existing residential patterns and development, and reinforce the character and functional relationships of existing neigh-



Change in plane with change in material Recommended



Material or color change at outside corner Not Recommended



Change of materials or color on same plane Not Recommended

borhoods consistent with applicable development regulations. (See **E. Small Lot Single Family Infill Development** guidelines, if appropriate).

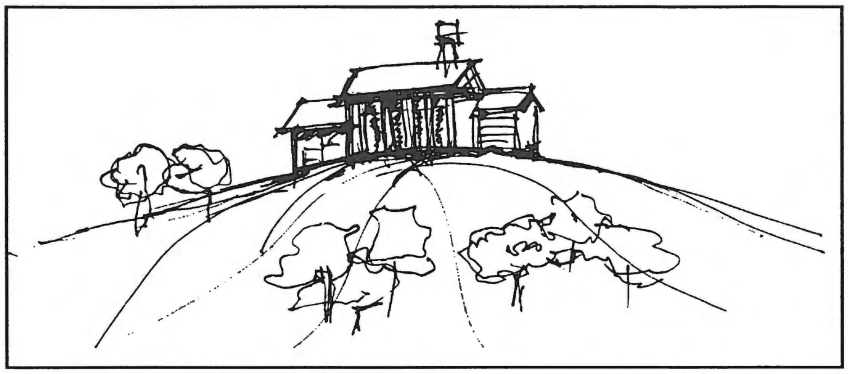
3. When developing in hillside or sloped areas, engineered site grading shall not result in substantial differences in grade between adjacent development sites; or, if such grade differences appear naturally, site grading shall not increase the disparity.

4. Residential development shall be sited and designed to preserve the appearance of ridge lines and minimize the disruption to the natural topography. (See Hillside Development Standards for specific requirements.)

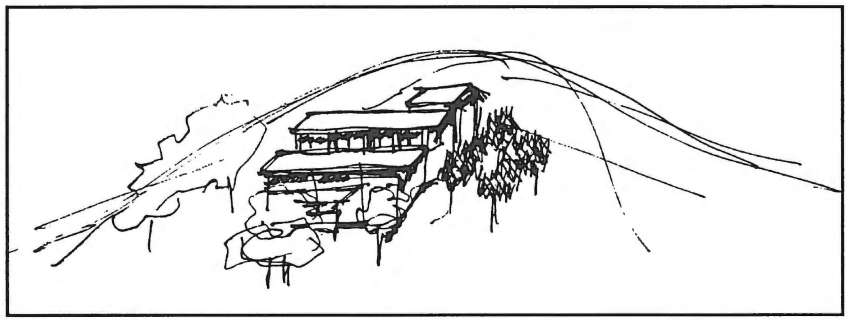
5. The architectural design of hillside homes shall not be overly dominant in the landscape. Particular attention shall be given to the design of decks, retaining walls, and building color. Long un-interrupted building surfaces, and materials or design that create glare shall be avoided.

6. The establishment of new gated developments or developments which are isolated or barricaded from the surrounding community is discouraged.

7. New residential streets shall meet the requirements of the City of Walnut Creek Street Standards. The creation of new private streets is discouraged except where compelling and clear findings can be made that the private streets would result in benefits for the entire neighborhood.



Poor



Better

8. The creation of new flag lots or similar irregular lots is discouraged where such parcelization is not the prevailing pattern. Lot shapes generally should be simple and rectilinear. (This does not preclude wedge-shaped cul-de-sac lots.)

9. All mechanical equipment, including gas and electric meters, shall be architecturally screened from view.

B. Single Family Residential

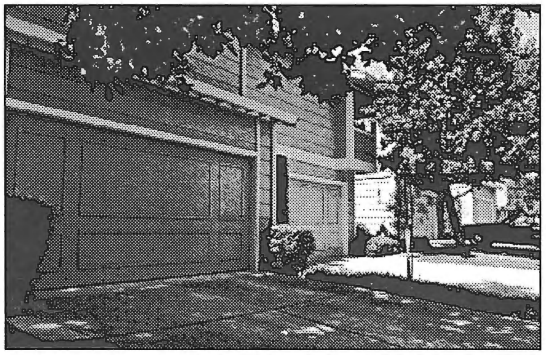
1. Houses with identical or similar building elevations and/or floor plans shall not be located on adjacent lots or directly across the street from each other. Where a single house design is used repeatedly, materials and detailing of major facade elements shall be varied.

2. Building facades should be articulated by using color, arrangement, or change in materials to emphasize the facade elements. The planes of the exterior walls may be varied in height, depth or direction. Design elements and detailing shall be continued completely around the structure. Such design elements shall include window treatments, trim detailing, and exterior wall materials.

3. The location of the house on the lot, windows, orientation, building height, and location of on-site open spaces shall consider preservation of the privacy of adjacent development.

4. Two-story dwelling units shall include a substantial single story element adjacent to major collector or arterial streets or on corner lots to give a lower, more human scale at the edge of the street and corners. Special design attention shall be directed to two-story facades.

5. Compatible (not duplicate) color schemes shall be provided for homes on adjacent lots.



6. Variation shall be provided to avoid visual monotony on long, straight portions of the street through the manipulation of the building elements and massing.

7. New housing development should avoid front elevations which mainly consist of rows of garage doors ("tail pipe architecture"). (See illustration above).

8. All doors and windows, etc., shall be detailed to add visual interest to the facade unless such treatment would be incompatible with the architectural style of the building.

9. All vents, gutters, downspouts, flashings, electrical conduits, etc., shall be painted to match the color of the adjacent surface. Downspouts or rain water leaders shall be located on the inside corners of the structure.

10. Driveways shall be a minimum of 20 feet in length, exclusive of sidewalk or curb. Driveways which are designed to serve more than two cars in width (i.e., a three car garage or wider) shall be required to incorporate alternative treatment including pavers, colored concrete, aggregate or brick banding, or other acceptable design element.

11. Residential air conditioning units should be located to have the minimum visual and noise impacts on adjacent residential neighbors.

12. Each home shall be provided with a logical location for the storage of trash receptacles (waste wheelers, etc.) which is screened from public view.

C. Multiple Family Residential

1. New multiple family residential

development shall respect the scale and character of the adjacent residential neighborhood through attention to views, building scale and orientation, proximity to adjacent uses, location of driveways, noise, lighting and landscape.

2. Building facades should be articulated by using color, arrangement, or change in materials to emphasize the facade elements. The planes of the exterior walls may be varied in height, depth or direction. Extremely long facades shall be designed with sufficient building articulation, reveals and, in some cases, landscaping to avoid a monotonous or overpowering institutional appearance.

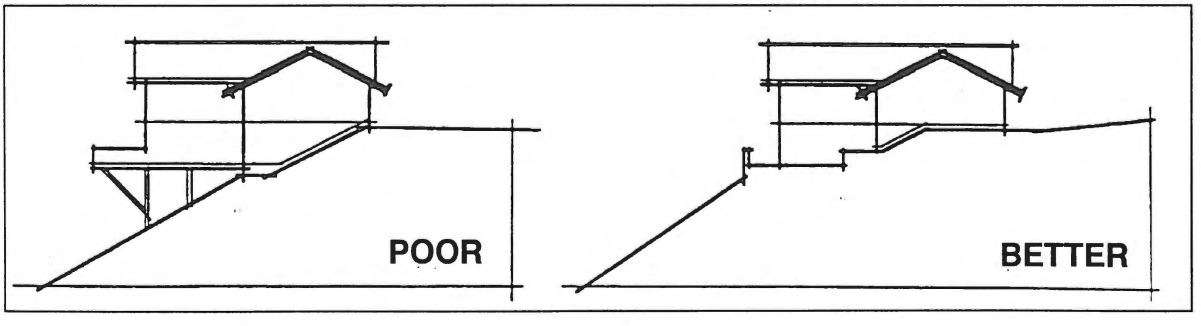
3. Exterior site design and landscaping shall provide functional recreational spaces and/or community site amenities (including trail heads, etc.). Exterior spaces shall be designed to enhance the overall appearance and compatibility of such development by providing privacy, buffering and daylight, and to provide a pleasant transition to the street.

4. Materials selected for multi-family projects shall be very durable and require low maintenance.

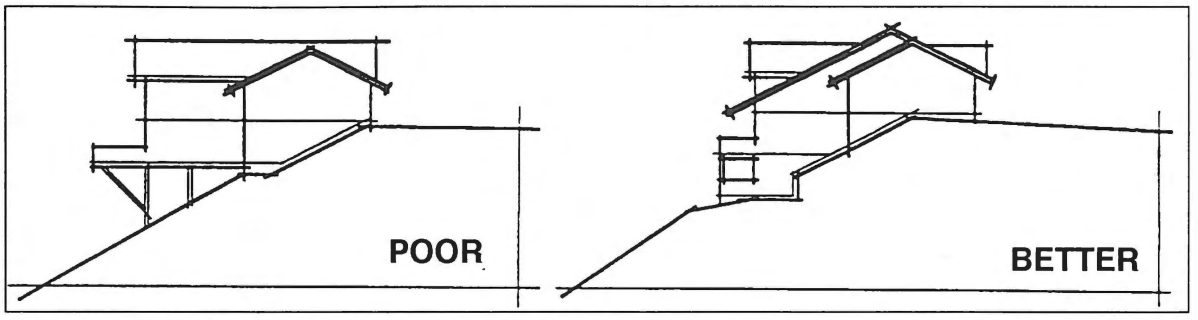
5. All trash enclosures shall be constructed of sturdy, opaque materials (with trash receptacles screened from view) which are in harmony with the architecture and materials of the main buildings.

D. Hillside Residential Development

The City of Walnut Creek has very few undeveloped residential parcels. Of those, new development on hillside locations is often the most visible and challenging to design with sensitivity to the existing character of the area. Hillside Performance Standards (Walnut Creek Municipal Code, Chapter 2. Zoning, Part III., Article 4, Section 10-2.3.401 - 10-2.3.409) have been developed to address residentially zoned hillside areas and minimize visual impacts by reducing densities, preserving ridgelines and other significant topographic features, minimizing grading and regulating the placement of structures and other aesthetic qualities of development. The Hillside Performance Standards are available through the Community Development Department and should be reviewed to determine the regulations applied to hillside development.



Minimize grading and merge building into hillside



Avoid large single forms, follow natural terrain with roof slopes and avoid tall skirt walls

The following design guidelines have been compiled to address issues specific to hillside development. The content of these guidelines may be repeated in other sections of the document.

1. No building or structures shall encroach within a 100 foot vertical drop of the ridgeline of a visually prominent ridge or in such a manner that it breaks the skyline of any visually prominent ridge (as defined in the Hillside Performance Standards).

2. Significantly visible rock outcroppings shall be preserved and incorporated into the site plan to the greatest extent possible.

3. The proposed grading shall create a naturally sloped or terraced effect resulting in smaller pads and varied footprints that conform to the topography and reduce the need for large visible retaining or skirt walls. All grading shall present a finished appearance with rounded slopes.

4. The building's massing shall respect and conform to the natural topography and create living spaces that are close to the land.

5. Driveways, garages and open parking areas shall be integrated into the overall design, and shall not be dominant features along the street.
6. Fencing design shall be integrated into the overall design, shall create a friendly appearance along the street and shall allow for visual penetrations into the shared landscape.

7. The design and materials of the building shall achieve a well-composed, varied and interesting appearance which visually integrates the building into its natural surroundings.

8. The proposed development should minimize the impact, to the extent practical, upon existing resident's views and/or public views. The location and design of skirt walls, projecting decks and spas/and or swimming pools shall also be designed to minimize off-site visual impacts.

9. Windows and open spaces should be located with consideration given to preserving privacy of adjacent properties.

E. Small Lot Single Family Infill Developments

In 1993, the City of Walnut Creek received the first application for a new type of higher density detached

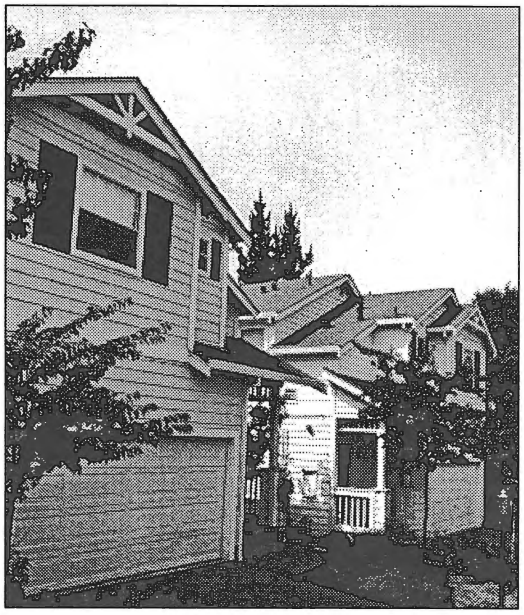
single family "infill" residential development. Since that time, several similar proposals have been received and processed. These residential infill projects are proposed on relatively small lots (1-2 acres) which have a General Plan designation permitting multiple family densities (6-14 units per acre). Instead of townhouse, duplex or other attached dwelling unit configurations, which are more typical for these densities, these new projects propose small (3000 - 5000 square foot) individual lots developed with detached single family homes at a net density of about 9-13 dwelling units per acre.

Using Planned Development (PD) zoning, these infill projects are not subject to the standard single family or multiple family zoning standards. Without some minimum development standards or guidelines, this can result in a project which provides "uncomfortable" side, front or rear yard areas.

The following design guidelines have been created and adopted by the Design Review Commission in response to these concerns. The Design Review Commission and staff will use the guidelines as a benchmark during the design review approval phase of each project.

1. The main entry feature (which shall not be the garage door) must be prominently placed on the elevation facing the street.

2. The distance between driveway curb cuts shall be designed to provide a reasonably large on-street parking space (generally a minimum of 22 linear feet of clear street frontage per car or multiples of 22'). Alternatively, driveways may be located immediately adjacent to each other to provide longer on-site parking opportunities on the street.



3. On and off street visitor parking shall be distributed equally throughout the development to provide all units reasonably accessible guest parking. A sufficient combination of on and off street parking shall be provided to ensure that new development parking impacts do not impact the surrounding neighborhood.

4. When a large portion of the front elevation is devoted to driveways and walkways, the driveways shall be constructed with a visually contrasting paving surface such as bomanite, stamped/colored concrete, pavers, etc.

5. Linear, repetitive streetscape appearance and building facades shall be avoided by providing variations between the front elevations and through the landscaping plans.

6. Front yard landscaping shall be submitted and approved as part of the Design Review approval process.

7. Front driveways shall be a minimum of 20 feet in length, exclusive of sidewalk or curb.

8. The use of zero lot line developments or developments which provide combined side yards shall be encouraged where a better residential design with more usable outdoor areas can be provided.

8. Fences which occur parallel to the street, such as those between units, shall be of an "open" type. Any other fencing above four feet in height shall also be of an "open" design such as lattice, posts, or other visually penetrable designs.

9 Each home shall be provided with a logical location for the storage of trash receptacles (waste wheelers, etc.) which is screened from public view.

III. Commercial Architecture

A. General

1. Commercial buildings should be compatible in scale, mass, and form with adjacent structures and the pattern of the surrounding area.

2. Efforts to coordinate the actual and apparent height of adjacent structures are encouraged. This is especially applicable where buildings are located very close to each other. It is often possible to adjust the height of a wall, cornice or parapet line to match that of an adjacent building. Similar design linkages can be achieved to adjust apparent height by placing window lines, belt courses, and other horizontal elements in a pattern that reflects the same elements on neighboring buildings.

3. Rear and side facades, if visible from public streets or neighboring properties, should be carefully designed with similar detailing, and should be compatible with the principal facades of the building. All elevations of the building will be evaluated in Design Review.

4. The incorporation of defined outdoor spaces into the buildings and site designs of all new development in the city is encouraged. Outdoor spaces which are encouraged include courtyards, patios, plazas, covered walkways (arcades and colonnades), passages, gardens, trellised areas, etc.

5. Long or continuous wall planes should be avoided, particularly in the Pedestrian Retail district, where buildings should exhibit more detail and elements appropriate for close range pedestrian view.

6. Outside the Pedestrian Retail district, building surfaces over two stories high or 50 feet in length should be relieved with changes of

wall plane that provide strong shadow or visual interest.

B. Building Equipment and Service

1. Access for service vehicles, trash collection and storage areas should be located on alleys where alleys exist. When no alley exists, the access should be provided on the street with the least traffic volume.

2. Building equipment shall be located, designed, and/or screened to minimize visual impact on public streets, large surface parking fields, and neighboring properties.

3. Trash containers and outdoor storage areas shall be screened from public streets, pedestrian areas, and neighboring properties. The screen for the trash containers should be designed to be compatible with the architectural character of the development. It shall be constructed of durable materials similar to those of the building and shall have solid (opaque) walls and doors.

4. When feasible in larger commercial developments, service and loading areas should be separated from main circulation and parking areas and away from public streets. Loading and unloading activities shall not require circulation onto public streets.

5. Utility meters should be located in screened areas.

C. Pedestrian Retail Districts

The urban design objective in Pedestrian Retail Districts is to create a high quality, pedestrian scale, and walkable areas with a traditional Downtown atmosphere. Site and building design should address pedestrian needs and develop creative approaches to improving pedestrian interest, access and enjoyment.

1. The sequence of continuous pedestrian activity shall not be interrupted. Blank walls and other "dead" or dull spaces at the street level shall be avoided. Visually interesting activities at the sidewalk edge shall be maintained and/or established to engage pedestrian interest.

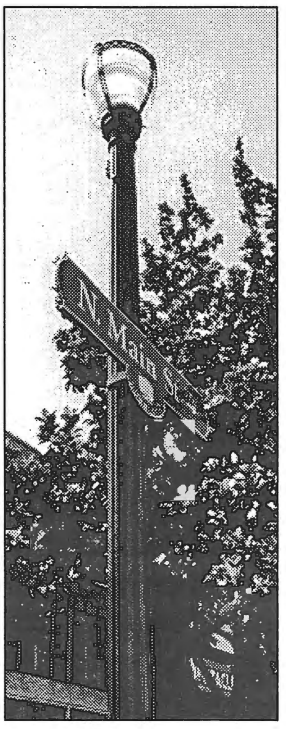
2. Frontage design and signage locations shall be coordinated with streetscape landscaping and street trees.

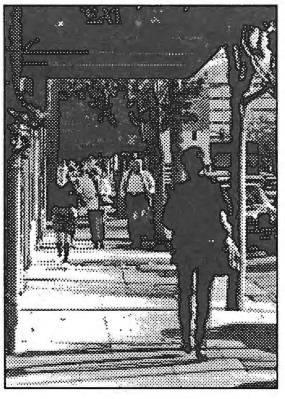
3. Building frontages should be active, with large nonreflective minimally tinted window openings at ground level.

4. In the traditional Downtown district (Main and Locust St. and environs) the ground level front elevation of the building, outdoor eating, and activity areas shall be placed on or near the front property line to maintain the continuity of the street edge, or in alignment with adjacent property frontage.

5. Frequent street-facing pedestrian entrances shall be provided.

6. Pedestrian open spaces such as covered walkways, courtyards and plazas are encouraged, as well as the development of open and attractive passageways between buildings and





blocks.

7. Outdoor seating and dining areas that face onto the street are encouraged.

8. In the traditional Downtown area, spatial gaps created in the street wall by parking or other non-pedestrian areas shall be minimized or eliminated.

9. In the traditional Downtown area, parking facilities, particularly surface parking lots, shall be located in the interior of the block wherever possible, to encourage continuity of the street frontage. Where multiple driveway openings exist, those fronting on Main and Locust Streets will be eliminated if possible.

• Where alley access exists, ingress and egress from the property should be through the alley.

• When alley access is not possible, driveway openings along public streets should be minimized and

should be located on the street with the least traffic volume.

10. The existing scale and rhythm of storefronts shall be preserved. Buildings over two stories high should "scale down" their street-facing facades to reduce apparent height. The building wall at the street should be no more than 35 feet tall. The upper story above 35' shall be stepped back a distance equal to the height of the building story immediately below.

11. New building forms and elevations should be detailed and articulated to create interesting roof lines, and strong patterns of shade and shadow.

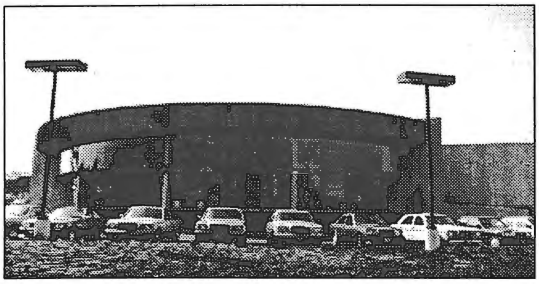
12. Large structures should be designed to reduce their perceived height and bulk by dividing the building mass into smaller-scale components.

13. A 10-foot public sidewalk space with street trees planted in a rhythmic pattern shall be provided in coordination with the building design and view corridors (See City of Walnut Creek Downtown Enhancement Plan for specific requirements.)

14. The rear of existing buildings shall be enhanced, where appropriate, to improve public access from parking lots and service alleys.

D. Auto Dealership Guidelines

1. Special attention shall be directed toward the site landscaping which is visible from the street. Trees to provide both shade and visual relief shall be located within the dealership



(insofar as it is reasonably practical with auto display) as well as on the site perimeter. The vehicle display parking areas may remain relatively open, if balanced by substantial landscaping and tree planting on other visually prominent areas of the site.

2. Landscaping, special paving treatments, setbacks, and building orientation shall be used to provide an attractive appearance from the front property line.

3. The architecture of the dealership buildings shall be well-designed to provide a strong and unique visual identity for the auto dealership.

4. The service area and/or service bays shall be screened or sited so they are not visible from the street.

5. Vehicles under repair shall be kept either inside a structure or in an area which is screened from views from the street.

6. Service areas shall provide adequate queuing space that does not impede vehicle circulation through the site or result in vehicles stacking into the street.

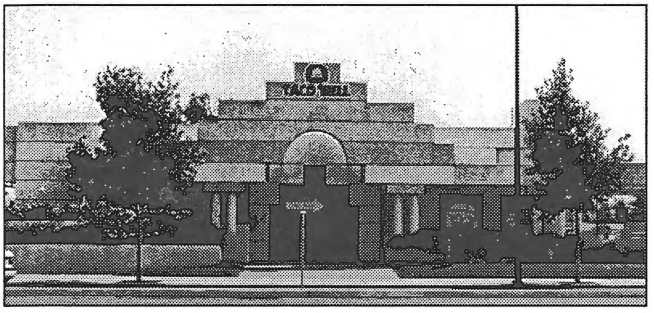
7. Perimeter fencing, security fencing, or gateways shall be constructed of attractive materials which are compatible with the design and materials used throughout the project. Razor wire or electric fencing shall not be allowed and chain link fencing is strongly discouraged.

8. Night lighting and security lighting shall be sensitively designed to ensure that no off-site glare is directed to neighboring parcels and that the overall intensity of the site lighting is not excessive. The use of excessive night-time security lighting is discouraged. Other security measures should instead be considered.

E. Fast Food Restaurant Guidelines

1. Franchise or corporate style architecture and/or highly contrasting color schemes are discouraged. A new free-standing restaurant building shall be sited and designed to be compatible with the character of the surrounding neighborhood. If the restaurant will occupy a pad within a shopping center, the building shall be designed to be consistent with the "theme" or design of the center. (**See G. Shopping Center Guidelines.**)

2. Drive through elements shall generally be discouraged. Where drive though elements are appropriate, they shall be architecturally integrated into the building, rather than appearing to be applied or "stuck-on" to the building. Drive through elements shall not be located on the street side of the building or shall be heavily screened from view.



3. The site design shall accommodate a logical and safe vehicle and pedestrian circulation pattern through the site. Circulation shall allow for adequate length of queuing lines for drive through elements which do not interfere with the on-site parking for patrons entering the restaurant, nor result in traffic queuing into the street.

4. Free-standing restaurant buildings shall be designed and detailed consistently on all sides, including the rear and side elevations.

5. Outdoor seating areas, play equipment, and perimeter fencing shall all be reviewed for compatible and attractive design that is integrated with the main building architecture.

6. Trash enclosures and other service spaces shall be constructed of materials and finishes which are consistent with the main restaurant building.

7. Businesses shall not be "over-signed." Sign Ordinance limitations shall be strictly enforced.

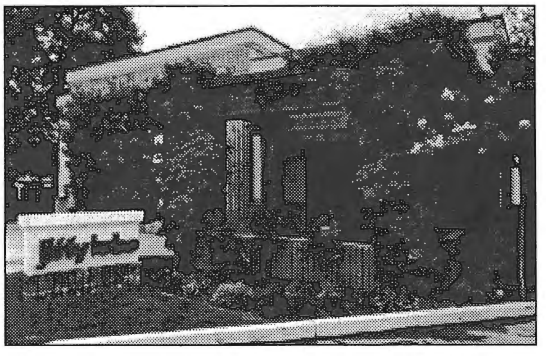
8. Excessive illumination of the signage, building or site shall be avoided. Roof lighting, down-lighting washing the building walls, or illuminated awnings are all strongly discouraged.

9. Adequate landscaping, including parking area shade trees throughout the project site shall be provided as required through the Zoning Ordinance.

10. Cooking odors shall be eliminated to the extent feasible by installation of best available ventilation technology. Project applications shall include information on proposed ventilation systems and odor scrubbing technology to be used.

11. All rooftop mechanical equipment, including antennas, shall be screened visually and acoustically. Such screening shall be integral to the architectural design of the building.

12. Remodel of existing structures for restaurant uses shall also require a review of the entire site and circulation plan to ensure that the project is updated to current design review standards for the City. This may



include requirements to improve and/or expand the existing landscaping, fencing, parking area or other site design issues.

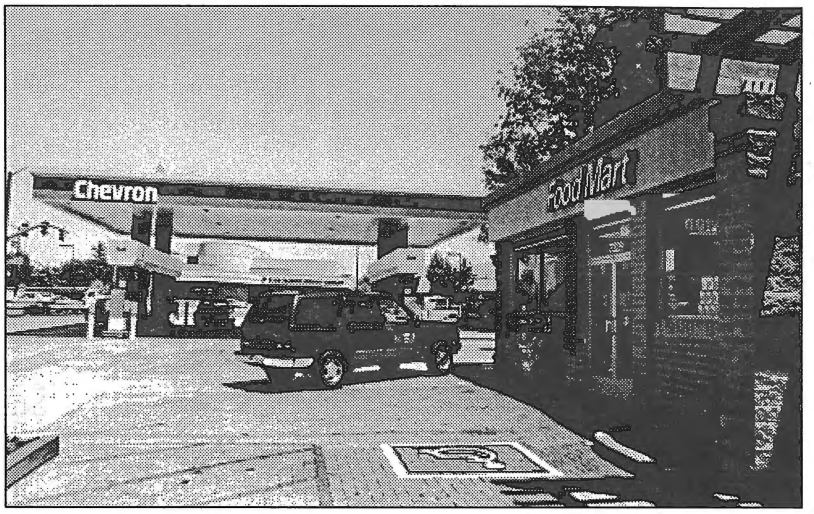
F. Auto Service Station Guidelines

1. See Zoning Ordinance for Site Development Standards (Sec 10-2.3.122) which includes: Site Area minimum of 15,000 square feet; minimum of 15% of site to be landscaped (as specified); maximum of 35% of street frontage devoted to curb cuts with remainder in landscaping; maximum of 18% of site with canopy cover; pump island design with a minimum of two vehicle stacking behind vehicle parked at pump closest to exit and/or entrance driveway; and other specific requirements.

2. The site design for projects located at street corners should provide some structural or strong design element to anchor the corner. This can be accomplished using a built element or with strong landscaping features.

3. The on-site circulation pattern shall include adequate driving space to maneuver vehicles around cars parked at the pumps, with special attention to the circulation of vehicles not involved in the purchase of fuel.

4. The amount of unrelieved pavement or asphalt area on the site shall be limited through the use of landscaping, contrasting colors and banding or pathways of alternate paver material. Extensive expanses of light grey concrete pavement shall



be avoided.

5. Building architecture shall be designed to provide an attractive appearance which is compatible with the surrounding area. Prefabricated buildings are discouraged. Where allowed, such buildings shall be substantially modified and embellished to create a project which meets the community standards. All architectural details should be related to an overall architectural theme.

6. Separate structures (canopy, carwash, cashiers booth, etc.) on the site shall have consistent architectural detail and design elements to provide a cohesive project site.

7. Tall (13'-14') tank vents shall be completely screened or incorporated into the building architecture.

8. A car wash which is incorporated into the project shall be well integrated into the design. The car wash opening shall be sited so that it is not directly visible as the primary view from the street into the project site. The site design shall also address the issues of off-site noise exposure, provision of adequate on-site under-

ground drainage systems to keep water off public streets and improvements, and circulation/vehicle stacking.

9. Signage shall be limited as defined in the Sign Ordinance. All signs shall have a consistent character and design details (such as trellis, brick, river stone, etc.) that reflect the design of the project. The amount of price sign square footage required as the state regulated **minimum** size shall not count towards the signage calculation. If price signs are larger than this minimum, the incremental square footage difference shall be counted as part of the total allowable signage for the station.

10. Illumination should be concentrated on specific signage. Canopies shall not be illuminated. Light fixtures shall be recessed into the canopy and no glare shall be visible from the fixture. Yard lights shall be oriented downward.

11. Dumpsters and service areas shall have solid metal doors and the wall materials and building styles shall match those used for the station buildings.

12. The roof top mechanical equipment screen shall cover all roof-top equipment, including any satellite or other telecommunication equipment.

G. Shopping Center Guidelines

1. A unified architectural design intention should be incorporated into each commercial center.

2. The appearance of a "sea of asphalt" parking lot in the front of the center shall be avoided. Both perimeter and interior parking lot trees shall be provided for shade and visual relief in the parking area while maintaining view corridors to the store front areas.

3. On larger commercial sites, a portion of the total building area should be located at the street perimeter, preferably on a corner location. Such siting, together with substantial landscape treatment reinforces and strengthens the streetscape and helps to screen off-street parking areas.

4. Landscaping trees shall be allowed to achieve their natural form. Pruning to reduce the natural diameter of the trees shall not occur.

5. The architectural design of free-standing pad buildings shall be consistent with the design of the remainder of the shopping center. Where centers require updating, pad buildings shall be remodeled in conjunction with an upgrade of the entire shopping center.

6. Shopping center sign programs shall be established and enforced for remodeling of the centers. Monu-

ment signs listing all tenant names (tenant identification signs) shall be avoided.

7. Shopping center remodeling for the "in-line" stores and anchor tenants which include comprehensive upgrades for the entire center, not just the "new tenant," are encouraged.

8. Truck delivery and circulation routes should be separated from customer circulation through the site. Delivery and service activities should be designed to take access from the least traveled street adjacent to the project.

9. All roof-top mechanical equipment, antennas, etc. shall be screened from view. Roof top lighting is strongly discouraged.

10. Textured or colored paving materials are encouraged to identify pedestrian circulation areas, especially within the parking lot.

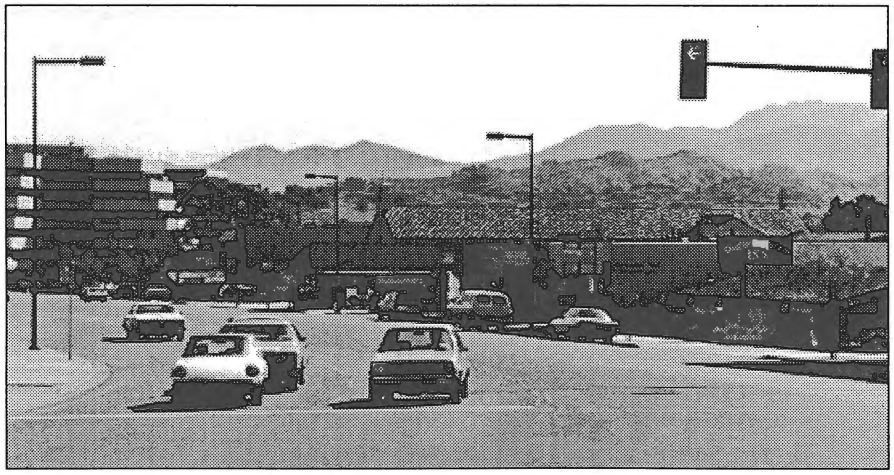
11. Shopping cart storage areas shall be incorporated into the building design to provide a visual screen of carts from the parking area.

12. Outdoor gathering areas and public eating areas are encouraged.

IV. City Gateways

The visual identity and character of the city is a collection of images, most often seen from a moving vehicle. For most people, the City of Walnut Creek and its districts are identified by strong, recognizable focal points or centers. Its edges are defined by certain physical boundaries which surround the area such as freeways, ridge lines and street intersections.

An opportunity exists to strengthen the image of the city by using the major vehicular entry points as gateways to the city. A "gateway" into the city is much the same as a front door to a home. It serves as the symbolic entry to the city and it provides an introduction to what is within the area. Gateways into the city which should receive special design attention are shown in the General Plan, Figure 2-12, Gateways and Scenic Corridors."



The six Gateways identified in the General Plan are: Geary Rd. at I-680, Ygnacio Valley Road at California Blvd., Mt. Diablo Blvd. at I-680,

Olympic Blvd. at I-680, S. Main St. at I-680, and Ygnacio Valley Road at Oak Grove Road. Other gateway locations occur throughout the city which should also be considered in light of the following guidelines.

1. The appearance and prominence of city gateways shall be improved through the use of appropriate signage, landscaping, setbacks, and building design to signal a transition into the City's core area.

2. Sites located at prominent gateway locations shall be required to provide additional landscaping treatment and may be required to provide special design amenities, such as public art. This is particularly important at intersections, which are often viewed by vehicle travelers while "at rest" who are more aware of the character of the surroundings.

3. City designed projects should take advantage of gateway locations to create a sense of entry by the use of improvements such as landscaping, building corner setbacks, special lighting, public art, or other design amenities. In gateway sites the placement of traffic control devices (transformers, traffic lights, etc.) and other utility equipment (P.G.&E transformers, utility cabinets, etc.) shall be carefully considered. Utility installations shall be undergrounded where possible or located in well-screened or non-prominent locations.

4. Rear service yards, product storage areas, and parking lots adjacent to highways shall be totally screened to improve the appearance of sites at the city Gateways, scenic corridors, and from the highways.

5. Buildings shall be designed with a continuous architectural finish on all sides of the structure (see Architecture Guidelines) when they are visible and/or prominent from a number of street and highway of vantage points.

V. Special Environmental Constraints

A. Creek Restoration and Trails Master Plan

The City of Walnut Creek has prepared a plan to guide future development along the City's creeks and along portions of the creeks which have been placed in culverts underground. The following goals are adapted from the Creek Master Plan (Major Guidelines, Volume 1, p. 16-17). The entire Creek Restoration and Trails Master Plan has been referenced in Chapter 4 of the Design Review Guidelines and should be consulted where projects are proposed within the Creek Master Plan study area.

1. Create a linear park and greenbelt along the three creek corridors, Las Trampas, San Ramon, and Walnut

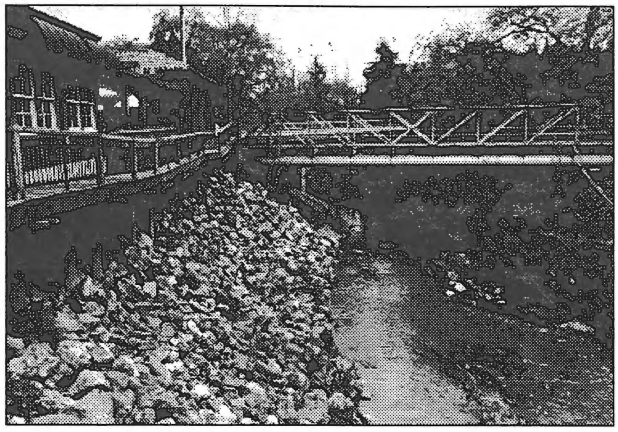
Creek in the downtown which balances human access with the protection, enhancement and restoration of natural resources.

2. Improve the visual quality of the creek corridor areas by focusing special design attention on the appearance of structures from the creek corridor/future trail areas.

3. Create a continuous bicycle and hiking trail system along the creek corridors. Connect the trails through the commercial and civic downtown area where the creeks have been undergrounded. Link neighborhoods and other facilities within the City located along the creeks such as Alma Park, Murwood School, Las Lomas High School, Walnut Creek Intermediate School, etc. Link the creek trail system with other City, County and Regional trails, specifically the Lafayette/Moraga Trail, the Iron Horse Trail and the proposed regional creek trails north of Ygnacio Valley Road and south of Rudgear Road. Design the trail to comply with the Americans with Disabilities Act.

4. Create passive recreational areas related to the creeks and trails within the downtown to augment the existing parks and to reinforce the connection between the City and the creeks. Encourage commercial property owners to voluntarily create passive, landscaped areas in relation to the creeks for use by their employees or by the invited public.

5. Enhance the downtown setting by encouraging the orientation of commercial enterprises (i.e. restaurants, specialty shops, etc.) toward the creeks. Encourage the combination of commercial uses with trails and passive parks along the edges of the creeks to allow strollers and recreational bicyclists to shop and dine while enjoying the ambiance of the creeks.



6. Improve the existing riparian habitat, upland wildlife habitat, fisheries and fish passage throughout the creek corridors and restore the degraded native habitats to the greatest extent feasible. Work with private property owners to emphasize natural appearing restoration/enhancement, and stabilization measures, and tie the City and creek environments together by expanding the creek vegetation out into the City where possible.

7. Preserve (or improve if feasible) the existing flood capacity of the creek channels while providing for improved riparian habitat and trails. Utilize environmentally sensitive channel and bank stabilization techniques within the channel, on the channel banks and at the tops of the banks compatible with habitat restoration and trails.

8. Provide an interim trail alignment around buildings recommended for purchase. The interim alignments can be abandoned upon acquisition for the final right-of-way.

9. Establish and implement the limits of the Creek Corridor and the adjacent Creek Influence Zone as recommended in the Creek Master Plan.

B. Historic Preservation

The City of Walnut Creek has several examples of historically or architecturally significant structures and sites within the planning area. As a example, many of these buildings can be found in the downtown district and contribute to its special character. A partial listing of Potentially Significant Historical Structures and Sites can be found in the General Plan, Pages 2-62 through 2-65. Every reasonable effort shall be made to preserve or restore such structures, so that they may continue to provide the community with a sense of connection to its past.

1. Architecturally or historically significant structures and sites shall be preserved and restored as a physical record of the City's heritage.

2. The renovation of a historical structure shall retain or reveal its historical characteristics. Removal or alteration of any historical material or distinctive architectural features should be avoided when possible.

3. When a structure is an important contributor to the character of a district or neighborhood, but is not historically significant, the preservation of the building facade is encouraged.

Chapter Three/
SIGNAGE

I. Sign Overview

1. All signs shall be architecturally integrated with their surroundings in terms of size, shape, color, texture, and lighting so that they are complementary to the overall design of the building and are not in visual competition with other signs in the area.

2. All signs shall complement their surroundings without competing with each other, shall convey their message clearly and legibly, shall be vandal-proof and weather resistant, and if illuminated, shall not be overly bright for their surroundings.

3. New signs proposed for existing buildings shall provide a compatible appearance with the building signage of other tenants. With multiple signs on a single building, attempt to bring in a unifying element (such as size), even where no sign program exists.

4. New construction design shall anticipate signage and, where necessary, a sign program. New building design should provide logical sign areas, allowing flexibility for new users as the building is re-tenanted over time. Designs which provide for convenient and attractive replacement of signs are encouraged.

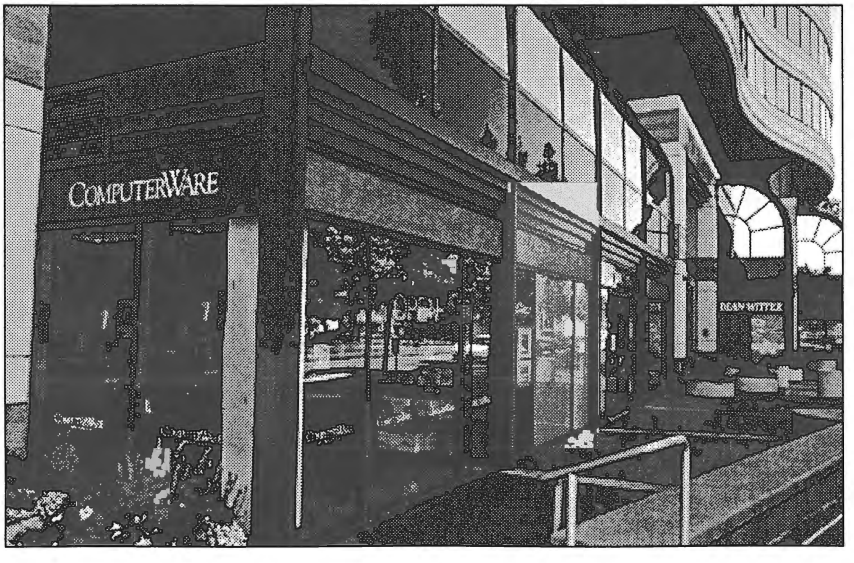
A. Sign Placement

1. Signs shall be proportionate to the dimensions of their location. Cabinet signs or individual sign letters which overwhelm their location on a parapet or other designated area on the building are not allowed. Existing over-sized cabinet signs shall be replaced with more appropriately sized signage at the time of a sign application.

2. Wall mounted signs shall be framed to create a clearly defined edge, provide shadow relief and a substantial appearance.

3. The minimum distance a sign may be placed from the vertical edge of a wall is 18 inches. The minimum distance between tenant's adjoining signs is 36 inches.

4. Repetitious signage information



on the same building frontage shall be avoided, regardless of the sign area square footage allowed in the zoning code.

5. Signs which are replaced on stucco exteriors can result in unattractive "patched" areas. These potential maintenance problem shall be addressed during the design phase of the project.

B. Sign Type

1. Signs composed of individual letters are encouraged. Back-lit (halo-lit, or reverse pan channel) letters are generally desirable for logos and wider individual letters.

2. Individual metal letters are often the best choice for office identification signs. Cabinet signs are generally not appropriate for office buildings.

3. The use of roof signs shall be avoided where possible. Alternate locations where the sign can be hung parallel to the store front or facade shall be considered. Where roof signs are the only feasible option, ensure that the bottom of the letters or sign are mounted closely to the roof. Mounting details shall be provided in the application to ensure that the roof sign will be mounted in accordance with this guideline.

4. Signs which incorporate a mixture of media, such as a cabinet sign with a rim of neon, are not encouraged.

5. Freestanding monument signs are appropriate for certain office and retail locations within the city. The freestanding sign shall be a low height wherever site conditions allow for visibility. Monument sign materials shall reflect the character of the use and the building the sign identifies.

Free-standing sign bases shall be made of permanent, durable materials such as concrete or brick. Bases made of texture-coated sheet metal are discouraged.

6. Landscaping and irrigation shall be designed around the base of freestanding signs to integrate the sign with the ground plane and screen out any low level flood lights. Irrigation shall be designed so it does not damage the sign.

7. Freestanding signs on poles which have a top-heavy appearance are discouraged.

8. Driveway directional signs shall only be used for projects where circulation is complex and traffic must proceed through the site along a specific path for service. Where the

layout of the parking lot and driveways are obvious and clearly apparent to the driver entering from the street, directional signage is not appropriate. When not appropriate or needed, such signage can visually clutter the site and will be discouraged.

9. Where traffic control signage is used it shall conform to the standards found in the State of California Traffic Manual and City of Walnut Creek standard plans.

10. Skyline signs placed on the upper portions of buildings shall be constructed of individual halo-lit letters if illumination is desired.

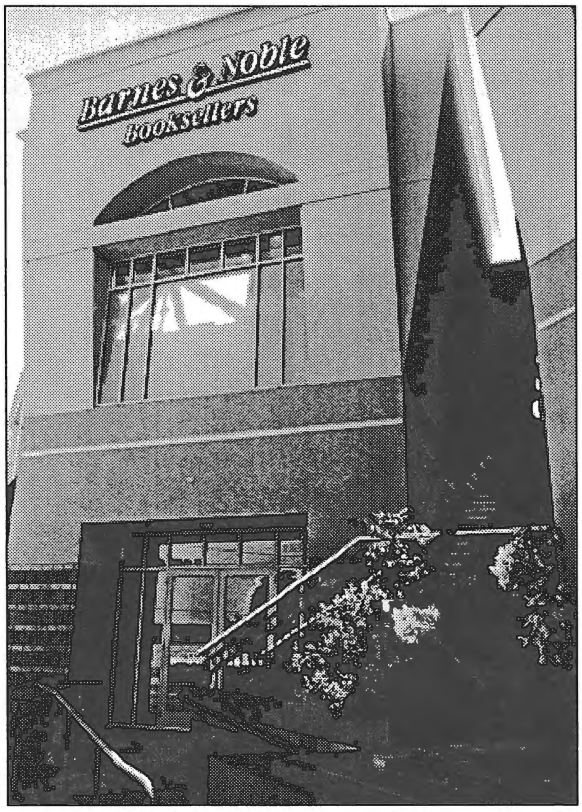
C. Sign Design and Materials

1. Dark colored backgrounds on signs are generally encouraged. Stark white or extremely bright background colors such as bright red, orange or yellow are discouraged.

2. Where the design of the sign results in a large field of illuminated background, the use of white or off-white as a background color shall be avoided in favor of a more suitable color.

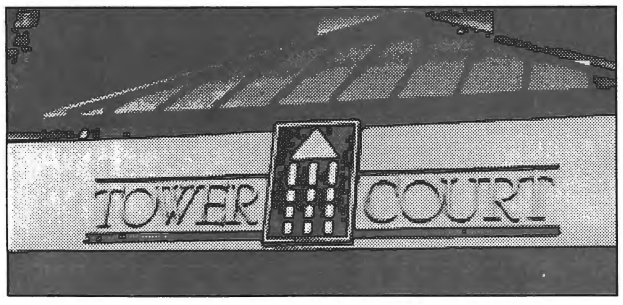
3. Visible raceways and transformers for individual letters are strongly discouraged. Sign installation details shall indicate where the transformer and other mechanical equipment will be located.

4. Exposed supports or guy wires to stabilize signs are strongly discouraged.



5. For cabinet signs, the use of opaque backgrounds which only allow illumination of the cut-out letter or graphic area is encouraged. This can be accomplished with a metal routed sign face using plexiglass behind (the preferred method) or with a vinyl-coated plexiglass.

6. When designing a cabinet sign, an ample border around letters shall be maintained. Standard proportions should be 1/4 border, letters, and 1/4 border.



7. When using reverse pan channel letters, avoid small printing as it does not read well at night.

8. The color of the trim caps shall match the color of the letter face or the cabinet return.

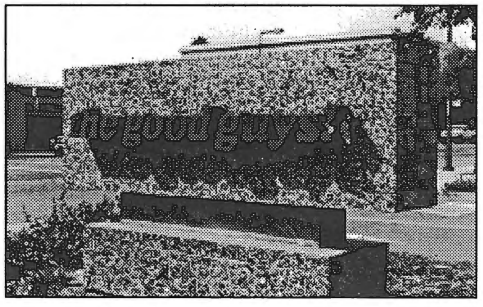
9. The use of plastic foam letters is allowed only if used 8 feet or higher above ground level. Each letter must be properly capped with plexiglass. In addition, each letter must be studded and glued to the wall to provide a more secure sign connection.

10. Flat sheet signs (such as plywood) shall have a trimmed edge or frame to improve the finished appearance of the sign.

D. Sign Message/Copy

1. Signage which contains business slogans or advertising is not permitted. However, signs may include information describing the products sold or services provided.

2. Signage must be designed to fit properly into the sign location. In some cases, the corporate identification and/or logo must be split into two or more lines to fit attractively into the space.



3. Extremely small letters on the sign face (or very small individual letters used as part of a sign) do not read well and are discouraged.

E. Sign Lighting

1. Arrange any external spot or flood lighting so that the light source is screened from direct view by passersby, and so that the light is directed against the sign and does not shine into adjacent property or blind motorists and pedestrians.

2. Halo-lit or back-lit letters are highly encouraged for both office and retail use. Such signs convey a subtle and attractive appearance and are very legible under moderate ambient lighting conditions. Face illuminated letters may be appropriate for retail use.

3. Illumination of individual letter signs by shining light upon them is discouraged for both skyline signs and signs placed high on building walls.

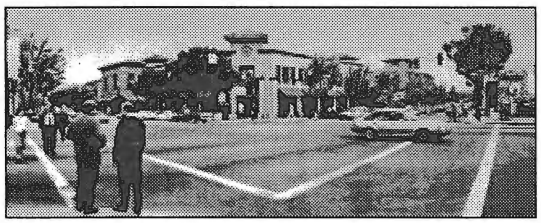
4. Where individual letter signs face near-by residential areas, a low level of brightness shall be maintained. This can be achieved using halo-lit letters.

F. Sign Programs

1. Sign programs shall be designed to complement the style, color and materials of the building. The best sign programs are integrated such that they become a natural part of the building facade.

2. Sign programs which provide attractive combinations of type styles and color are encouraged. Within the sign program, the background color, type style and print color of the sign should be consistent. However, the use of a logo which provides identification for the business can be used to bring distinction to the business within the framework established by the sign program.

Chapter Four/ ADDITIONAL DESIGN GUIDELINES AND PLANS



A. Specific Plans, Neighborhood Plans, and Redevelopment Areas

The City of Walnut Creek has adopted a number Specific Plans, Neighborhood Plans and Redevelopment Area Plans which provide both design and land use guidelines or regulations for individual planning areas. When projects are proposed within these plan study areas the Plan document should be consulted for additional design review guidance.

Specific Plans:

1. La Casa Via: Resolution No. 2541 and 2949
2. Shadelands: Resolution No. 2686 and 3195
3. La Casa Via: Resolution No. 3327
4. Walnut/Whitecliff: Resolution No. 3393
5. Bridle Lane: Resolution No. 3304 and 4104
6. La Casa Via: Resolution No. 3743
7. South Newell Area: Resolution No. 3778
8. Geary Road/Hall Lane: Resolution No. 3995
9. Alma Avenue: Resolution No. 4487
10. North Gate Specific Plan: Resolution No. 91-79
11. East Mt. Diablo Blvd. Specific Plan

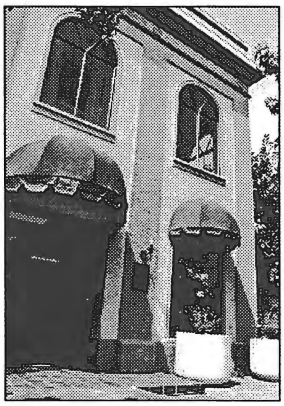
Neighborhood Plans:

1. Geary Rd./N. Main Street Area Plan: A Precise Area Plan for Northwest Walnut Creek

Redevelopment Project Areas:

1. South Broadway
2. Mt. Diablo

B. Downtown Awning and Canopy Guidelines



The City of Walnut Creek adopted the Interim Downtown Awning and Canopy Guidelines in September, 1991. These guidelines were created to provide merchants, awning companies, and architects minimum design criteria for expedient ap-

proval of awnings and canopies in the traditional downtown area (Main/Locust St). At staff's discretion, these guidelines may be applied to other buildings outside the traditional downtown area on a case by case basis. These guidelines are available for purchase or review at the Community Development Department.

C. Neon Sign Guidelines

The Neon Sign Guidelines where prepared in 1995 to ensure that the use of neon (and other gaseous illumination) is carefully considered, and that approved neon signs are compatible and in harmony with surrounding signs and architecture. The Neon Sign Guidelines create a three-level review process to assist applicants and provide clarification regarding the City guidelines on the use of this sign medium. The submittal requirements, processing procedures, and fees for neon signs are the same as for all signs within the City of Walnut Creek. The Sign Ordinance and Fee Schedule should be referenced for this information, which is available from the Community Development Department.

D. Oak Tree Preservation Guidelines

The following guidelines have been prepared to provide specific guidance for projects which must preserve existing oak trees within or adjacent to the site. These guidelines may be supplemented with additional requirements through the Design Review approval process.

1. Trees shall be protected during all phases of construction and site development by **chain link fencing** and immovable posts placed around each tree at the drip line and as approved by the City Engineer. Appropriate "Warning Notices" shall be placed on the fencing advising that there shall be no oils, gas, chemicals, liquid waste, solid waste, construction machinery or construction materials shall be stored or allowed to stand for any period within the drip line of any tree. Further, no one shall enter the fence perimeter for any reason except for the purpose of monitoring the health of the tree.

2. To reduce soil compaction from equipment, a mulch of 1-2 inch sized wood chips shall be placed at a depth of 4 inches on the soil where no excavation is to occur in the vicinity of trees to be protected.

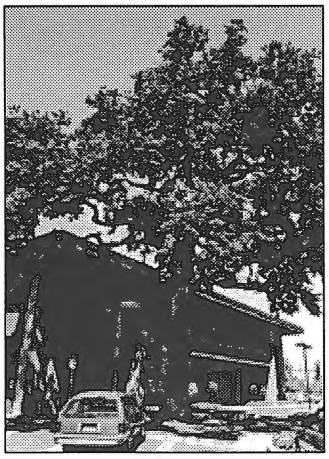
3. Low hanging limbs of saved trees shall not be pruned prior to grading or any equipment mobilization on the site. Perimeter fencing shall be placed to avoid tearing limbs by heavy equipment. Limbs that must be removed will require prior authorization by the City. All limbs approved for pruning shall be supervised by the Arborist of record for the job or the City Arborist.

4. During grading, roots over 1 inch in diameter shall be cut off cleanly with a handsaw about 12 inches behind the line of excavation. Any exposed roots shall be kept moist by covering with backfill soil. This requirement shall be in force even if

the root is outside the drip line of the tree.

5. Raising of the grade around the tree trunks *shall not* be permitted. This causes rotting of the trunk, and serious damage/death to the tree.

6. Finished grades shall slope away from the trunks to avoid water concentrated at their bases.



7. No irrigation shall be permitted within 8-10 feet of trunks.

8. Only drip irrigation and drought tolerant plants are permitted under the drip line.

9. If large diameter roots (3" or greater) are encountered within the zone of excavation, the root *shall not* be cut. The job shall be stopped in this area and the Arborist of record called in for on site inspection. If the root is located where a footing is to be placed, an alternative footing shall be used which bridges the roots with pilings and grade beams.

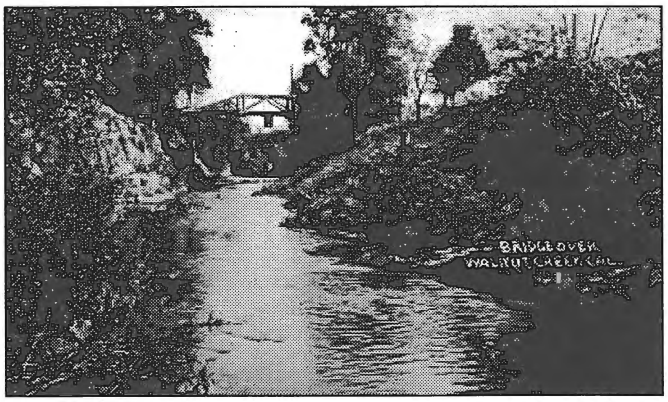
10. Trenches or footings shall be located no closer than 8 feet from the base of the trunks. Roots encountered shall be cared for in the manner outlined in conditions 4 and 9 above and 11 and 12 below.

11. A test trench shall be dug to check on the occurrence of roots at the distance where foundation and deck piers will be. Roots over 3 inches in diameter shall not be disturbed.

12. When trenching for utilities, tunneling shall be done under large diameter roots to prevent any root damage. **It is the responsibility of the developer to coordinate and to make appropriate arrangements with utility companies when trenching near oak trees.**

Creeks Restoration and Trails Master Plan

The Creek Restoration and Trails Master Plan was approved in March 1993 for segments of three creeks in the vicinity of downtown Walnut Creek. The Master Plan is a long range vision for restoration and access along the creek corridors, and a phased implementation study. Part of this effort will be the creation of a series of detailed design guidelines for sites within the creek study area. When completed, the Creek design guidelines will be referenced in the Design Review Guidelines. Until then, the Creek Master Plan should be consulted for any proposed projects within the study area. The Creek Restoration and Trails Master Plan is available for purchase or review at the Community Development Department.



F. Downtown Enhancement Plan

The City adopted Downtown Enhancement Plan provides some design guidelines for the traditional downtown area of Locust and Main Streets, primarily for the upgrade of the public street and sidewalk areas. Some portions of the plan, such as the installation of pedestrian oriented streetlights, have been implemented, although other portions remain incomplete. The Downtown Enhancement Plan should be consulted for information regarding the City's requirements for pavers and paving treatment in the public right-of-way, landscaping and street tree requirements, and other streetscape standards.

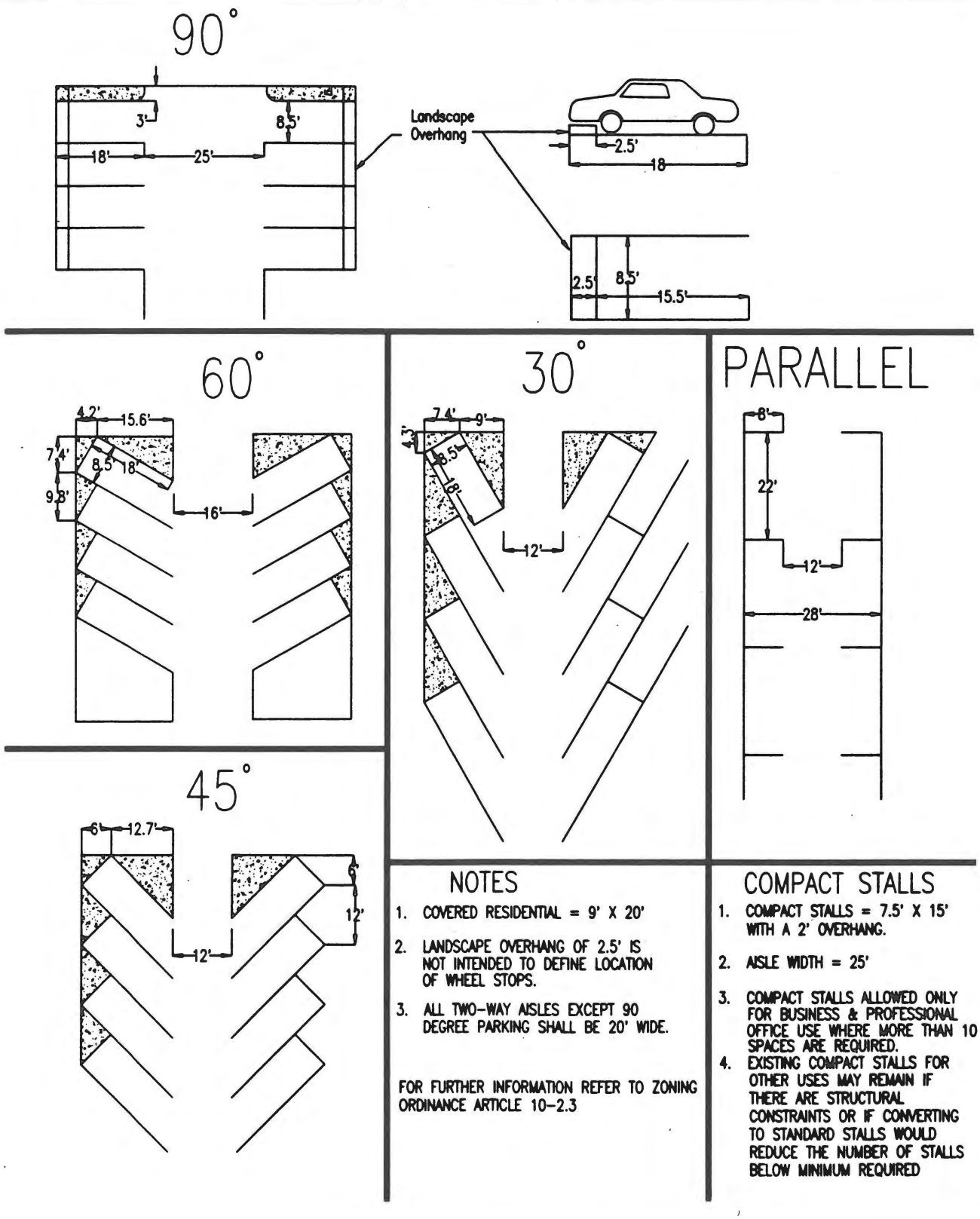
Appendix I — Street Tree List

Core Area Streets

Almond Avenue	Crepe Myrtle
Almond Court	Crepe Myrtle
Alpine Road	Flowering Plum
Alta Vista Drive	Glossy Privet
Arroyo Street	Shademaster Locust
Bonanza Street	Bradford Pear
Bont Lane	Crepe Myrtle
Botelho Drive	Gingko and Crepe Myrtle
Brooks Street	Carolina Cherry
Carlback Avenue	Scarlet Oak
Carmel Court	Scarlet Oak
Carmel Lane	Scarlet Oak
Civic Drive	Tulip Tree
Deodora Way	Chinese Pistache
Dora Avenue	Carolina Cherry
Drake Court	Moraine Locust
Duncan Street	Magnolia
Giammona Drive	Crepe Myrtle
Ivy Court	London Plane Tree
Joann Court	Magnolia
Jones Road	Shademaster Locust
Juniper Lane	Shademaster Locust
Kazebeer Lane	Shademaster Locust
Lacassie Avenue	Camphor Tree
Lacassie Court	Camphor Tree
Laurette Street	Sunburst Locust
Lilac Drive	Crepe Myrtle
Lincoln Avenue	Crepe Myrtle
Marcia Lane	Carolina Cherry
Mt. Diablo Blvd.	Liquidambar
Mt. Pisgah Road	Glossy Privet
Near Court	Holly Oak
Newell Avenue	Glossy Privet
North Broadway	Pin Oak
No. California Blvd.	Pin Oak
Nursery Lane	Glossy Privet
Oakland Blvd.	Red or Scarlet Maple
Olympic Blvd.	Camphor Tree
Parkside Drive	London Plane Tree
Petticoat Lane	Crepe Myrtle
Pine Street	Crepe Myrtle
Pringle Avenue	Schwedler Maple
Quail Court (Private)	
Riviera Ave.	Camphor Tree
Shady Lane Ct.	Carolina Cherry
Shady Lane	European Hockberry
Sharp Avenue	Magnolia
Short Street	Glossy Privet
Shuey Avenue	Flowering Plum
S. California Blvd.	Pin Oak
S. Broadway	Pin Oak
Stow Avenue	Raywood Ash
Trinity Avenue	London Plane Tree
Walden Road	Moraine Locust
Walker Avenue	European Hockberry
Ygnacio Valley Road	Liquidambar, Raywood Ash

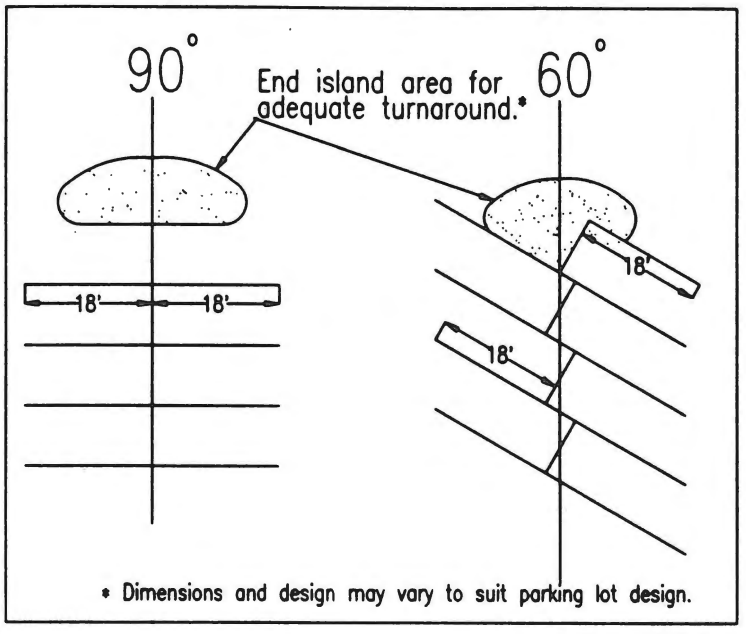
Appendix II — Illustrations

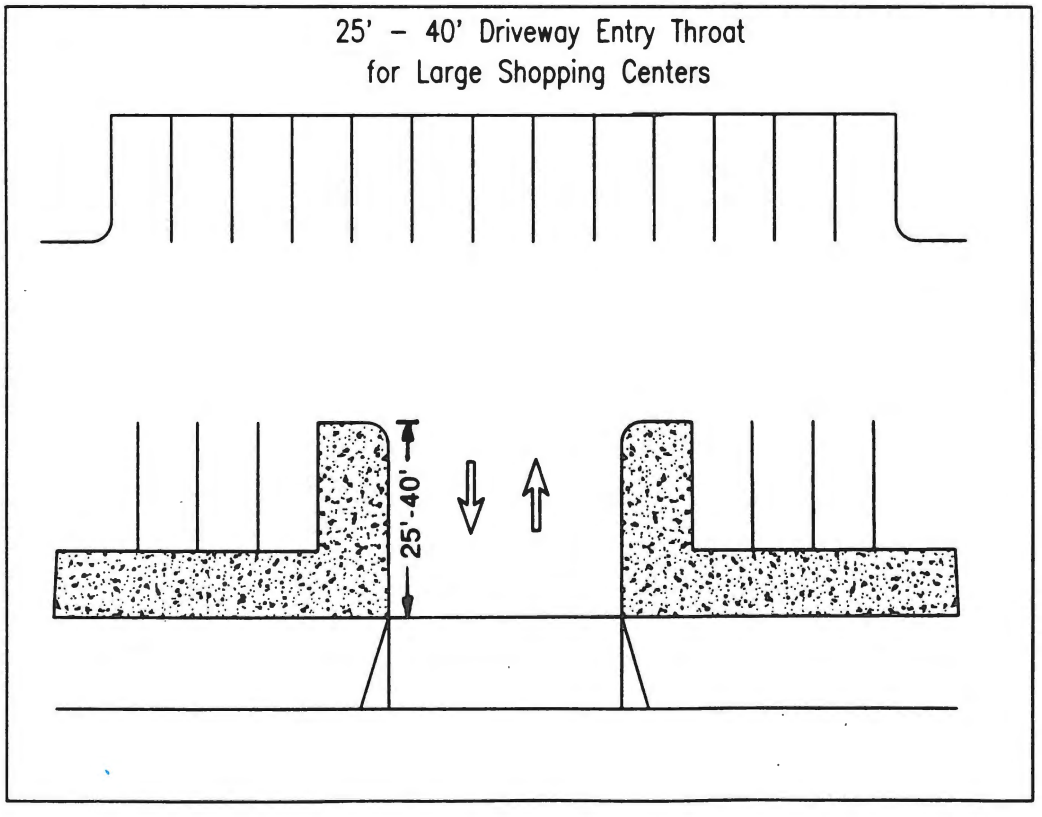
Figure 1 — Offstreet parking standards



Appendix II — Illustrations

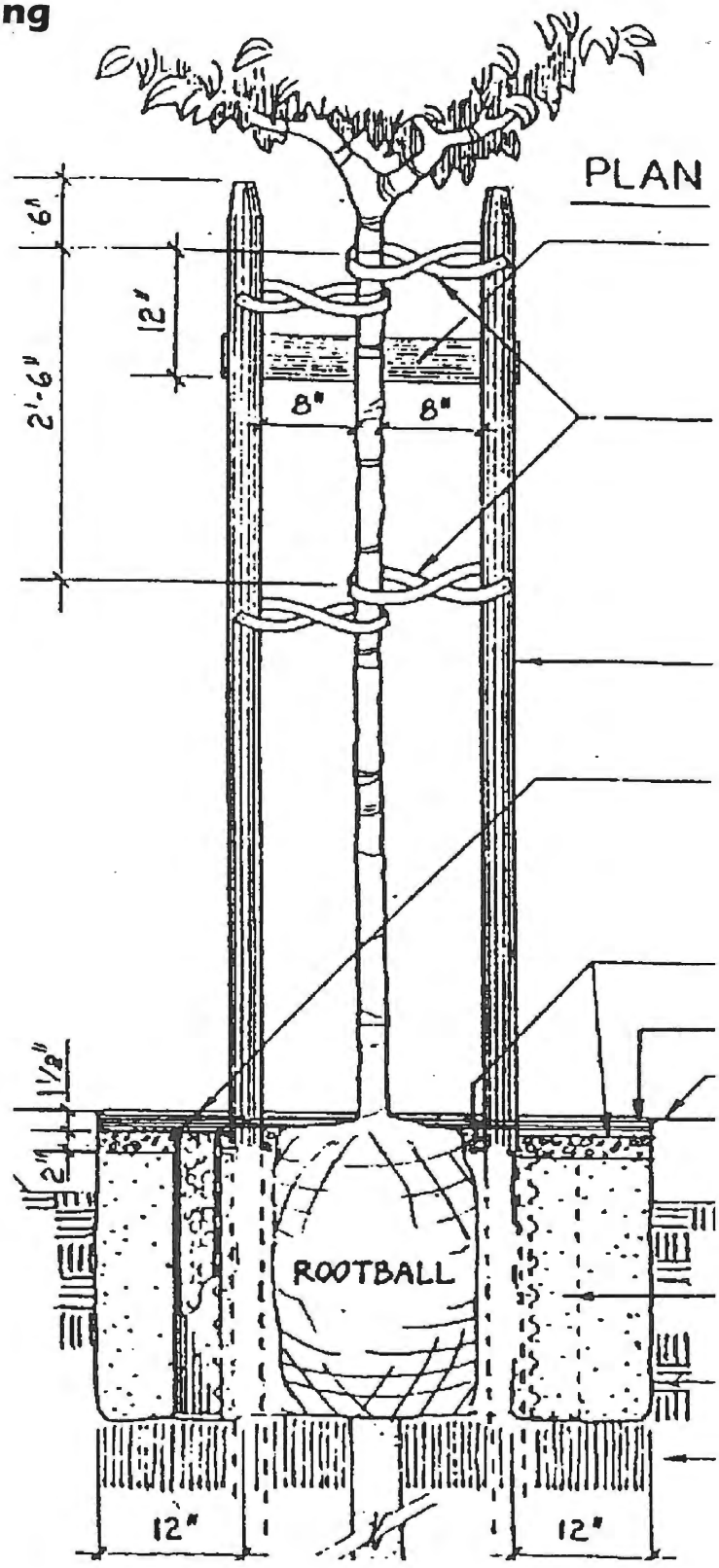
Figure 2 — Additional offstreet parking standards





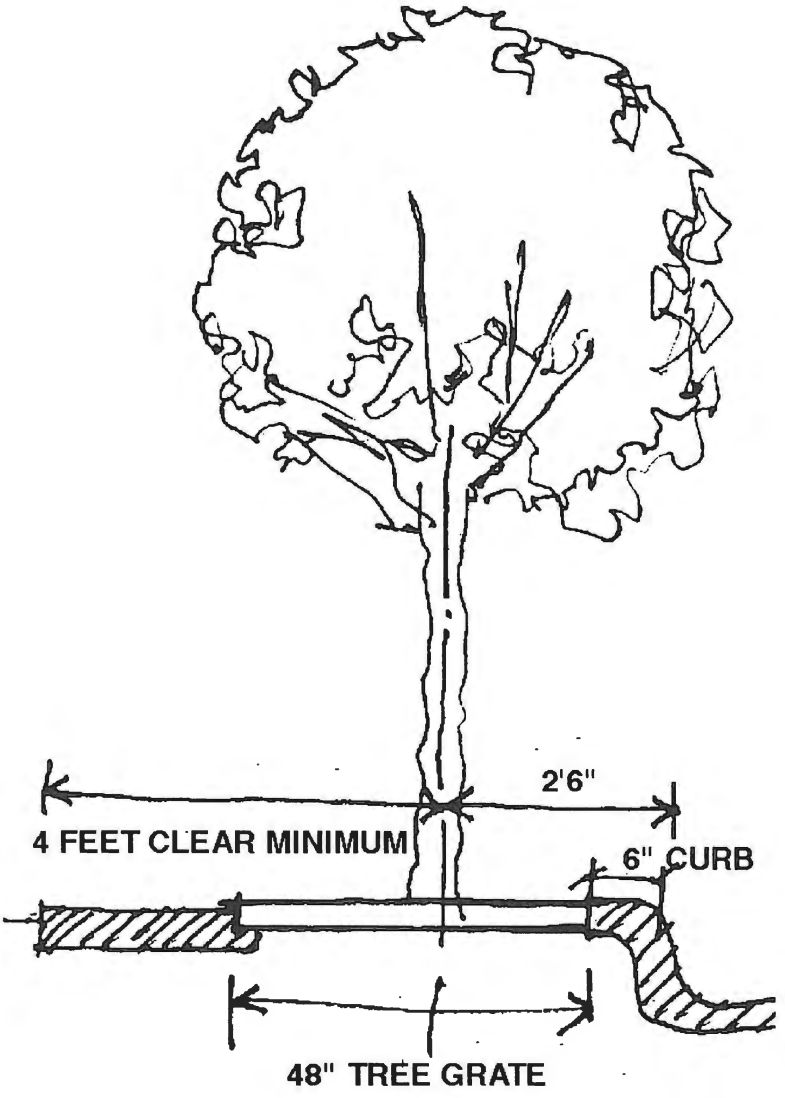
Appendix II — Illustrations

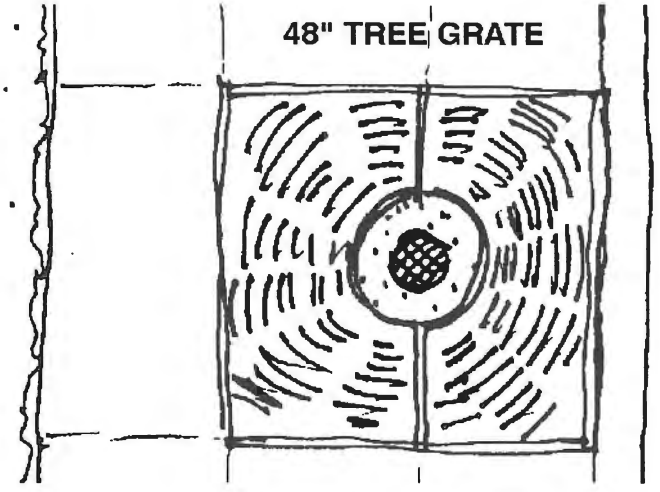
Figure 3 — Street tree planting



Appendix II — Illustrations

Figure 4 — Minimum sidewalk standards





Acknowledgements

Walnut Creek City Council

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Walnut Creek Design Review Commission

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