

# Industrial Development Design Expectations



# City of Oakdale



Adopted by Oakdale City Council  
November 17, 2003

## Industrial Design Expectations

**Introduction.** The City of Oakdale has determined that all types of new development shall compliment and enhance the physical form of our community. It is our expectation that new development will address issues of community, place and identity through the thoughtful placement of buildings, service and parking areas, and open space/outside materials storage areas.

In 1993, the City Council adopted the Oakdale General Plan, establishing a long-term policy document to guide the physical development of our community through the year 2015. Chapter 7.4 of the Oakdale General Plan includes identification of the City's desires for it's community appearance, including special needs for Oakdale's gateways and arterial corridors.



Two years later, in 1995, the Oakdale Planning Commission and City Council acknowledged that property owners, developers, and builders would best be able to meet the City's expectations for enhancing its community design if these expectations were clearly identified through adopted principles or standards. The Commission and Council considered and adopted by Resolution a set of very broad design principles to guide the future expansion and development of Oakdale's urban form. These design principles, based upon the nationally-recognized Ahwahnee Principles Toward More Livable Communities, are identified as Oakdale's *Specific Plan Design Principles*.

This document has been now been prepared to more specifically identify these City design expectations in the context of new industrial and business employment developments. The text and illustrations contained herein give a clearer picture of the design expectations of the Planning Commission and City Council in actual application. These expectations complement the mandatory property development regulations contained in the Zoning Code by providing good examples of potential design solutions and by providing design interpretations of the various mandatory regulations.

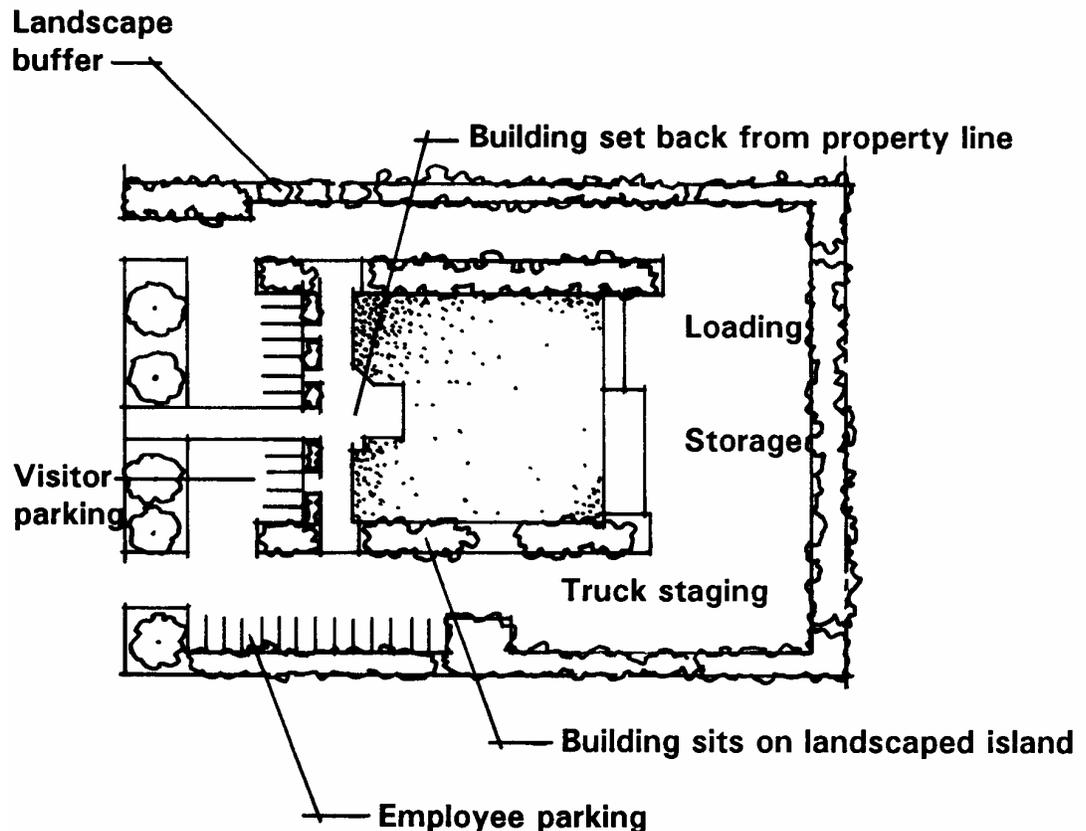
As part of each new industrial development application, particularly a planned development or site plan review, each developer or builder will be asked to complete a self-certification checklist responding to the question of how their proposal conforms to the City's design expectations as identified herein. City staff will review the self-certification checklist and may provide a summary report to the Planning Commission including any recommendations for modifications in order to achieve design.



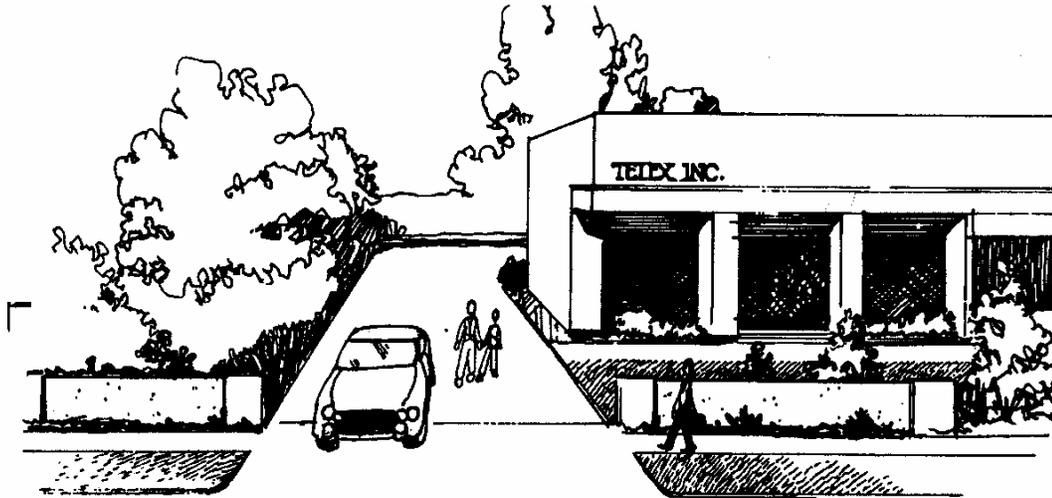
**Applicability.** Although most applicable to the Light Manufacturing (M-1) Zoning District, these expectations should also apply to the Limited Manufacturing (L-M) Zoning District. The architectural standards described herein are specifically intended to be closely adhered to for those industrial land uses situated on parcels along the gateway corridor into the City as identified in Oakdale General Plan, Chapter 4.7 Community Appearance.

**SITE PLANNING PRINCIPLES**

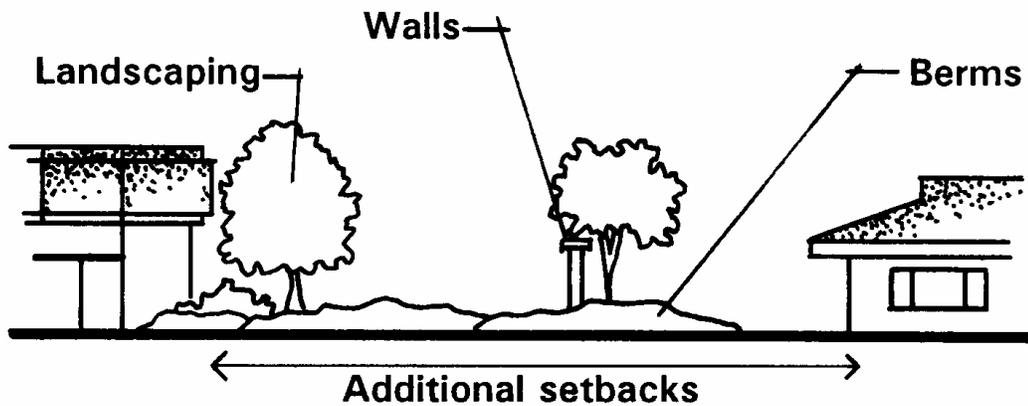
- (1) The main elements of sound industrial site design include the following:
  - (a) Controlled site access;
  - (b) Service areas located at the sides and rear of buildings;
  - (c) Convenient access, visitor parking and on-site circulation;
  - (d) Screening of outdoor storage, work areas, and equipment; and
  - (e) Landscaped open space.
- (2) A variety of building and parking setbacks should be provided in order to avoid long monotonous building facades and to create diversity.
- (3) Structures should be located on "landscape islands", where the office portion of the building does not directly abut paved parking areas. A minimum 5 to 7 foot landscape strip should be provided between parking areas and the office portion of a structure



- (4) Building setbacks should be provided proportionate to the scale of the structure and in consideration of existing development adjacent to it. Larger structures require more setback area for a balance of scale.



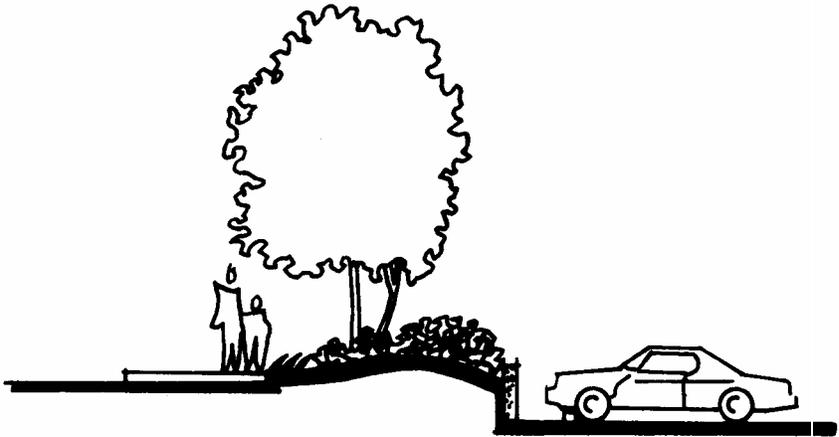
- (5) Where industrial uses are adjacent to non-industrial uses, appropriate buffering techniques such as setbacks, screening, and landscaping need to be provided to mitigate any negative effects of industrial operations.



**Use a variety of techniques to separate industrial and non-industrial uses.**

## **PARKING AND CIRCULATION**

- (1) The parking lot and cars should not be the dominant visual elements of the site. Large expansive paved areas located between the street and the building are to be avoided in favor of smaller multiple lots separated by landscaping and buildings. Angled parking is highly encouraged for larger parking lots which can accommodate one way aisles.
- (2) Site access and internal circulation should be designed in a straight forward manner which emphasizes safety and efficiency. The circulation system should be designed to reduce conflicts between vehicular and pedestrian traffic, combine circulation and access areas where possible, provide adequate maneuvering and stacking areas and consideration for emergency vehicle access. Circulation routes and parking areas should be separated.
- (3) Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage where multiple access points are provided.
- (4) Vehicles should not be required to enter the street in order to move from one area to another on the same site.
- (5) Parking lots adjacent to and visible from public streets must be adequately screened from view through the use of rolling earth berms, low screen walls, changes in elevation, landscaping or combinations thereof whenever possible.

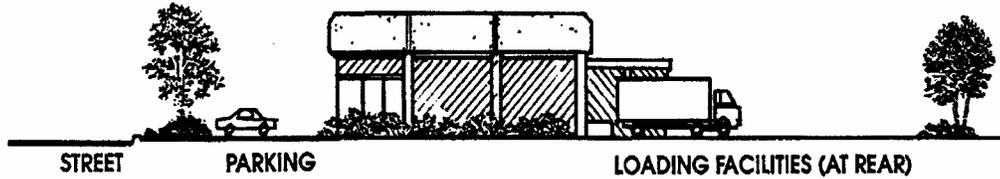


**Lowering the site elevation is an effective way to screen parking.**

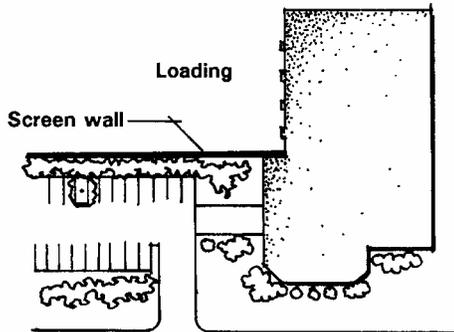
- (6) The industrial site should be a self-contained development capable of accommodating its own parking needs. The use of the public street for parking and staging of trucks is not allowed.
- (7) All parking spaces should be visible from the interior of the structures, where feasible, especially entrances.

**LOADING FACILITIES.**

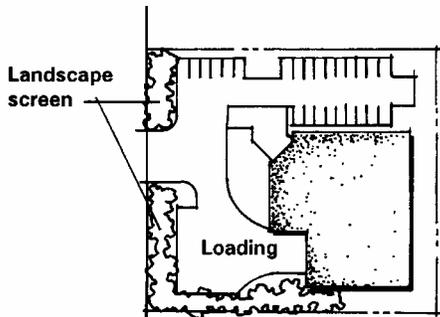
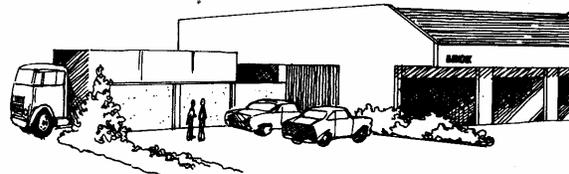
- (1) To alleviate the unsightly appearance of loading facilities for industrial uses, these areas should not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are more appropriate at the rear of the site where special screening may not be required.



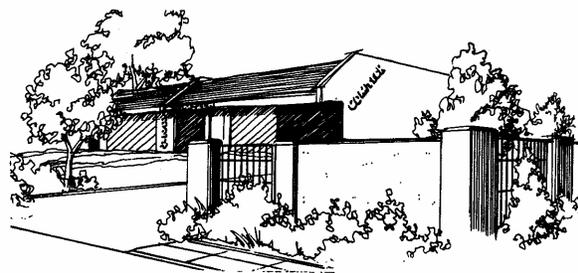
- (2) When it is not possible to locate loading facilities at the rear of the building, loading docks and doors should not dominate the frontage and must be screened from the street. Loading facilities should be offset from driveway openings.
- (3) Backing from the public street onto the site for loading into front end docks causes unsafe truck maneuvering and should not be utilized.



Use decorative solid masonry wall to screen loading areas.

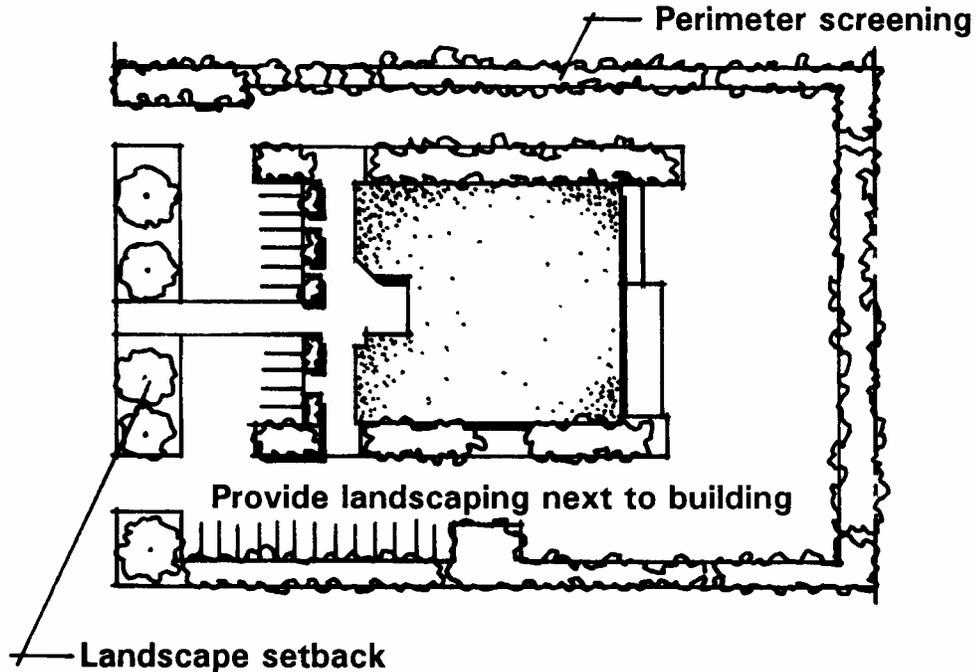


Offset loading areas from driveway openings.



**LANDSCAPING**

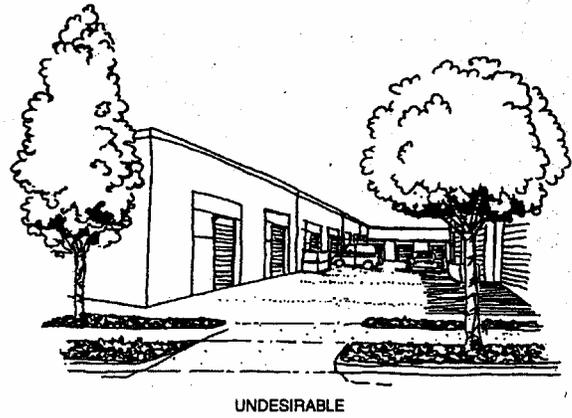
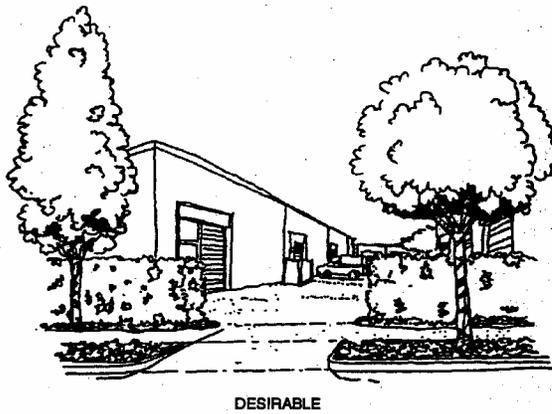
- (1) For industrial uses landscaping should be used to define areas by helping to focus on entrances to buildings, parking lots, defining the edges of various land use, providing transition between neighboring properties (buffering), and providing screening for outdoor storage, loading, and equipment areas.



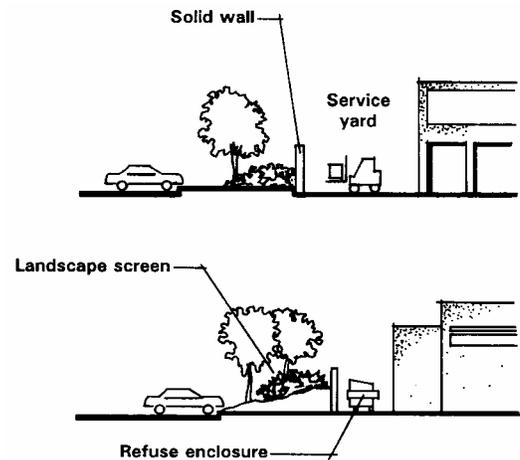
- (2) Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals.
- (3) Use of vines on walls is appropriate in industrial areas because such walls often tend to be large, blank and potentially subjected to graffiti.
- (4) Landscaping around the entire base of buildings is recommended to soften the edge between the parking lot and the structure. This should be accented at entrances to provide focus.
- (5) Trees should be located throughout the parking lot and not simply at the ends of parking aisles (See Oakdale City Code: Section 36-24. – Landscape and Screening).
- (6) Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs.

**WALLS AND FENCES**

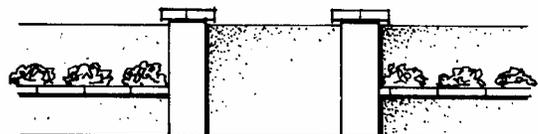
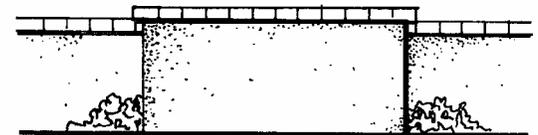
- (1) Walls will serve a major function in the industrial landscape and will be used to screen automobiles, loading and storage areas, and utility structures. However, if not required for a specific screening or security purpose they should not be utilized. The intent is to keep the walls as low as possible while performing their screening and security functions.



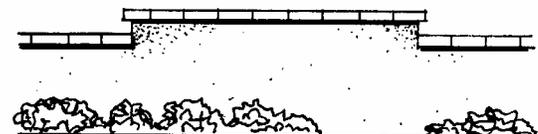
- (2) Where walls are used at property frontages, or screen walls are used to conceal storage and equipment areas, they should be designed to blend with the site's architecture. Both sides of all perimeter walls should be architecturally treated. Plant materials should be used in combination with such walls.



- (3) When security fencing is required, it should be a combination of solid pillars or short solid wall segments and wrought iron grill work.



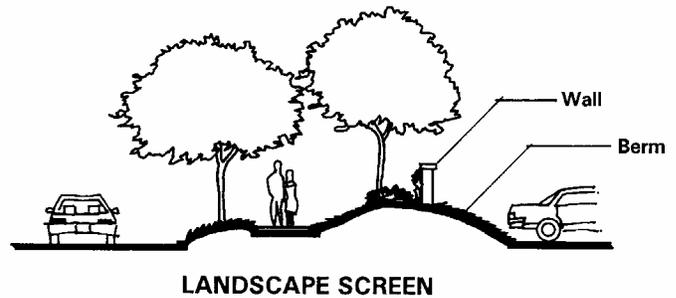
- (4) Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony.



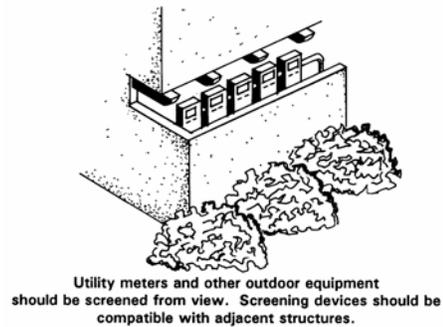
**DESIRABLE WALL TREATMENTS**

**SCREENING**

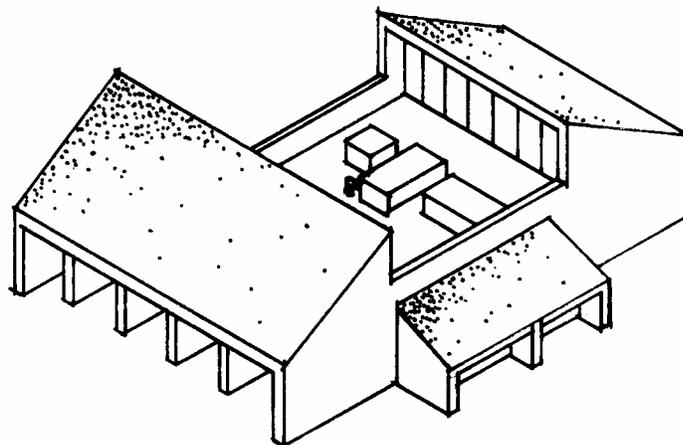
- (1) Screening shall be provided for all areas of the site utilized for outdoor storage of equipment and/or materials when visible from public roads and other high visible locations. Height of screening should be determined by the height of the material being screened. Chain link fencing with vinyl or metal slats is an acceptable screening material for areas of any lot not visible from the street or other public areas.



- (2) Utility meters and minor service equipment must be placed in locations which are not exposed to view from the street or they must be suitably screened. All screening devices are to be compatible with the architecture and color of the adjacent structures.



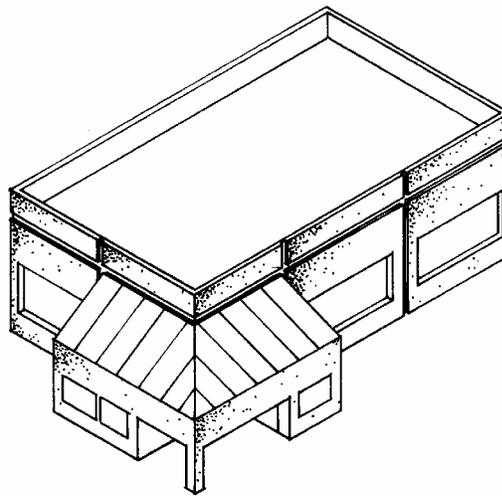
- (3) Any equipment, whether on the roof, side of building, or ground, should be screened. The method of screening should be architecturally integrated with the building design in terms of materials, color, shape, and size. Where individual equipment is provided, a continuous screen is desirable.



**SCREENING OF ROOFTOP EQUIPMENT**

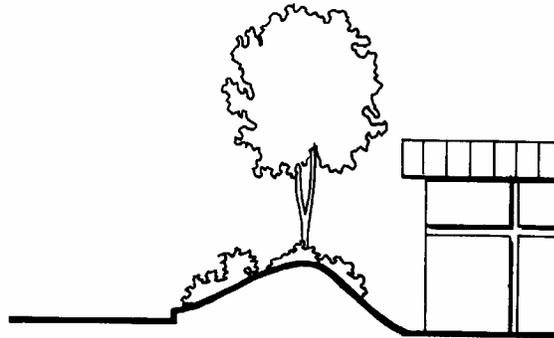
**ARCHITECTURAL DESIGN**

- (1) Industrial structures often present unattractive and monotonous facades. There are a variety of design techniques which can be utilized to help overcome this situation.
  - (a) Avoid long, "unarticulated" facades. Facades with varied front setbacks are strongly encouraged. Wall planes should not run in one continuous direction for more than 50 feet without an offset.
  - (b) Avoid blank front and side wall elevations on street frontages.
  - (c) Entries to industrial structures should be clearly defined within the architecture of the building.
  - (d) Architectural elements used in the front of the building should be incorporated into all rear and side elevations.

**ARCHITECTURAL TREATMENT OF ELEVATIONS**

- (e) Windows and doors are key elements of any structure's form, and should relate to the scale of the elevation on which they appear. Windows and doors can establish character by their rhythm and variety. Recessed openings help to provide depth and contrast on elevation planes.
- (2) Design elements which should be avoided include:
    - (a) Highly reflective surfaces at the ground story;
    - (b) Large blank, unarticulated wall surfaces;
    - (c) Exposed, untreated block walls;
    - (d) Chain link fence, barbed wire;
    - (e) "Stuck on" mansard roofs on small portions of the roofline;
    - (f) Materials with high maintenance such as stained wood, shingles or metal siding.

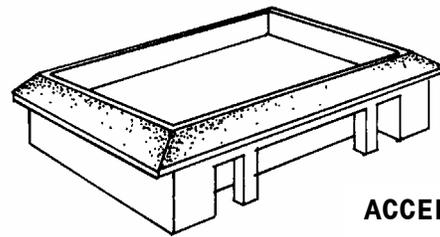
- (3) Wall materials that will withstand abuse by vandals or accidental damage from machinery and vehicles should be chosen.
- (4) All metal buildings should be architecturally designed providing variety and visual interest to the streetscape.
- (5) Earth berming in conjunction with landscaping can be used at the building edge to reduce a structure's mass and height along facades.



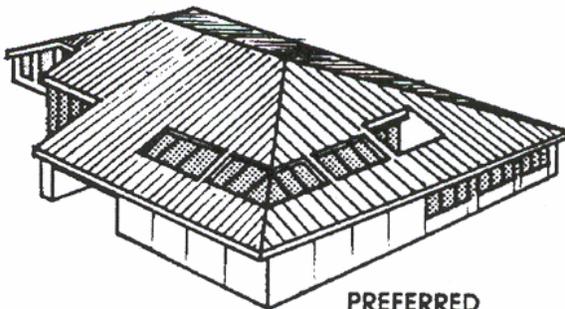
Use of berming and landscaping close to building.

**Roofs.**

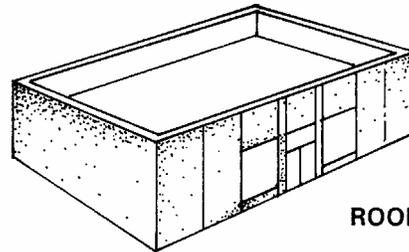
- (1) Piecemeal mansard roofs (used on a portion of the building perimeter only) should not be utilized. Mansard roofs should wrap around the entire perimeter of the structure.
- (2) The following roof materials should not be used:
  - (a) Corrugated metal (standing rib metal roofs are permitted);
  - (b) Highly reflective surfaces; and
  - (c) Illuminated roofing.
- (3) The roof design should be considered as a component of the overall architectural design theme.



**ACCEPTABLE**



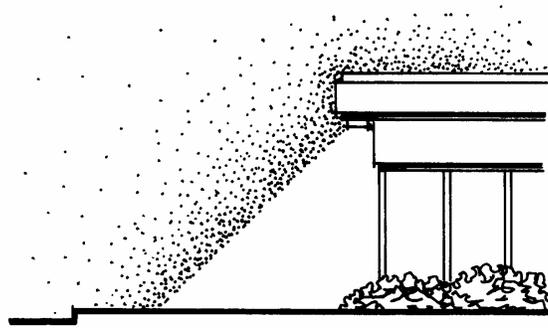
**PREFERRED**



**ROOF TREATMENT NEEDED**

## **LIGHTING & SECURITY**

- (1) Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading, shipping, and receiving, pathways, and working areas.
- (2) The design of light fixtures and their structural support should be architecturally compatible with main buildings on-site. Illuminators should be integrated within the architectural design for the buildings.
- (3) As a security device, lighting should be adequate but not overly bright. All building entrances should be well lighted.
- (4) All lighting should be shielded to confine light spread within the site boundaries.



**Confine light spread to within  
site boundaries.**

# Self-Certification Checklist

Prior to submittal of any proposed site plan review application, each developer, designer, or applicant shall complete the following self-certification checklist. The completed checklist shall be submitted as part of the formal application materials for review and use by City staff, Planning Commission and City Council. If the Community Development Director can determine compliance with these Industrial Design Expectations as noted in this checklist, no additional review by the Commission/Council may be required.

The Design Expectations contained herein have been prepared to encourage each industrial builder, developer, designer or tenant to carefully consider the City's expectations as they begin the **earliest planning stages** of a proposed industrial development or light manufacturing facility. While encouraging fairly broad and flexible solutions to address each design expectations, overall compliance with these Expectations is not optional. Pursuant to the Oakdale Municipal Code, the Planning Commission and/or City Council reserves the right to determine final conformance with these City's objectives and expectations identified herein.

## Site Planning

A. SITE PLANNING PRINCIPLES	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. The main elements of sound industrial site design have been addressed, including: <ul style="list-style-type: none"> <li>a. Controlled site access;</li> <li>b. Service areas located at the sides and rear of buildings;</li> <li>c. Convenient access, visitor parking and on-site circulation;</li> <li>d. Screening of outdoor storage, work areas, and equipment;</li> <li>e. Landscaped open space areas.</li> </ul>				

<p>2. A variety of building and parking setbacks has been provided in order to avoid long monotonous building facades and to create diversity.</p>				
<p>3. Structures in public view are located on “landscape islands”, where the office portion of the building does not directly abut paved parking areas. A minimum of 5 to 7 foot landscape strip is provided between parking areas and the office portion of a structure.</p>				
<p>4. Building setbacks are proportionate to the scale of the structure and considers existing development adjacent to it. Larger structures have a greater setback to achieve a balance of scale.</p>				
<p>5. Where industrial uses abut non-industrial uses, appropriate buffering techniques such as setbacks, screening and landscaping are provided to mitigate any potential negative effects of industrial operations.</p>				

### Site Design Elements

<p><b>B. PARKING AND CIRCULATION</b></p>	<p><b>Applicable</b></p>	<p><b>Not Applicable</b></p>	<p><b>Applicant Remarks</b></p>	<p><b>Staff Remarks</b></p>
<p>1. The parking lot is not the dominant visual element of the site. Smaller multiple parking lots have been provided instead of single, large paved areas between the building and street.</p>				
<p>2. On-site access and vehicular circulation are designed to emphasize safety and efficiency. Conflicts between vehicles/pedestrians has been minimized, truck access and loading do not conflict with smaller vehicles, and adequate space is available for maneuvering and stacking areas for larger vehicles as needed to the specific use.</p>				

3. Entrances and exits to and from parking and loading facilities are clearly marked with appropriate directional signing where multiple access points are provided.				
4. Vehicles are not required to enter the street in order to move from one area to another on the same site.				
5. Parking lots adjacent to and visible from public streets are adequately screened from view through the use of rolling earth berms, low screen walls, changes in elevation, landscaping, or combinations thereof when possible.				
6. The site is a self-contained development capable of accommodating its own parking needs without the use of the public street for vehicle parking and maneuvering/staging of trucks and other large service vehicles.				
7. Parking areas are generally visible from the interior of the structures where feasible, especially at pedestrian entrances, to enhance the safety for workers and visitors.				

<b>C. OFF-STREET LOADING FACILITIES</b>	<b>Applicable</b>	<b>Not Applicable</b>	<b>Applicant Remarks</b>	<b>Staff Remarks</b>
1. The loading facilities required by City Code , including recessed loading docks and large access doors, are located at the sides or rear of the buildings they serve to be visually less obtrusive from the street.				
2. Where it is not feasible to place loading facilities at the rear of the buildings, special techniques, including earth berms, vegetative screens, walls, or a combination of elements, have been provided to screen these activities from public view.				

<p>3. Loading facilities have been placed that allow for on-site maneuvering by trucks and other large service vehicles. Backing onto or from the public street is avoided.</p>				
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D. LANDSCAPING	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
<p>1. Landscaping is used to define distinct areas such as focusing on entrances to buildings, parking lots, defining the edges of various land uses, providing transition between neighboring properties (buffering), and providing screening for outdoor storage, loading, and equipment areas.</p>				
<p>2. Landscaping is in scale with adjacent buildings and is of an appropriate size at maturity to accomplish its intended goals.</p>				
<p>3. Where solid fencing or walls have been provided (or required), the landscape plan includes the planting of evergreen climbing vines along the base of the wall.</p>				
<p>4. Landscaping around the base of buildings has been considered in an effort to soften the building edge, with a particular focus at the building entryways.</p>				
<p>5. Shade trees are provided in all designated parking areas , not simply at the ends of parking aisles, pursuant to O.M.C. § 36-24 – Landscape and Screening.</p>				
<p>6. Landscaping is protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or use of curbs.</p>				
E. WALLS AND FENCES	Applicable	Not Applicable	Applicant Remarks	Staff Remarks

1. Perimeter walls have been used where necessary for screening or security purposes, such as in locations and at a height to screen automobiles, loading and storage areas, and utility structures.				
2. When placed at property frontages or site perimeter, walls have been designed to blend into, or compliment the site's architecture. Plant materials have been utilized to soften blank walls for exterior view.				
3. When security fencing is required, it is designed with a combination of solid pillars, shorter wall segments, and may include wrought iron/metal grill work.				
4. Long expanses of fence or wall surfaces are offset and/or architecturally designed to prevent monotony.				

<b>F. SCREENING OF EXTERIOR MATERIALS OR EQUIPMENT</b>	<b>Applicable</b>	<b>Not Applicable</b>	<b>Applicant Remarks</b>	<b>Staff Remarks</b>
1. Screening is provided for all areas of the site utilized for outdoor storage of equipment and/or materials as required by O.M.C. with height of screen fencing/walls determined by height of materials being screened. Chain link fencing with vinyl or metal slats has been utilized only for screened areas not visible from the street or other public area.				
2. If visible from public streets, utility meters and minor service equipment has been suitably screened in a style or method that is compatible with architectural details, surface materials, and/or colors of adjacent structures.				
3. Any building related service equipment, whether mounted on				

<p>the roof, side of building, or ground, is screened in a method that is architecturally integrated with the building design in terms of materials, color, shape, and size.</p>				
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### Building Architecture and Design Elements

<b>G. GENERAL BUILDING ARCHITECTURE</b>	<b>Applicable</b>	<b>Not Applicable</b>	<b>Applicant Remarks</b>	<b>Staff Remarks</b>
<p>1. Design consideration has been given to the primary building or structure in order to provide attractive and interesting exterior façade. The architectural elements include:</p> <ul style="list-style-type: none"> <li>a. Exterior facades vary in setbacks, particularly along long facades. Articulation has been provided so that exterior wall planes do not run in one continuous direction for more than 50 feet without an offset.</li> <li>b. Blank front and street side wall elevations have been avoided.</li> <li>c. Entries to the primary building or structure has been clearly identified within the overall building architecture.</li> <li>d. Architectural elements used in the front façade have been incorporated into the rear and side facades as appropriate to the site.</li> <li>e. Exterior windows and doors relate to the scale of the elevation on which they appear and help establish character by their rhythm and variety. Recessed openings have been utilized to help provide depth and contrast on elevation planes.</li> </ul>				
<p>2. The following design elements have been avoided and/or</p>				

<p>minimized:</p> <ul style="list-style-type: none"> <li>a. Highly reflective surfaces at the ground story.</li> <li>b. Large blank, unarticulated wall surfaces.</li> <li>c. Exposed, untreated block walls.</li> <li>d. Chain link or barbed wire fencing.</li> <li>e. “Stuck on” mansard roofs on small portions of the roofline.</li> <li>f. Materials with high maintenance such as stained wood, shingles or untreated metal siding.</li> </ul>				
<p>3. Wall materials that will withstand abuse by vandals or accidental damage from machinery and vehicles has been chosen.</p>				
<p>4. If the buildings or structures are “all metal”, they have been architecturally designed to provide visual interest and variety.</p>				
<p>5. Along the exterior edge of tall building walls (taller than single story plane with no step up in elevation change between stories) earth berming has been used in conjunction with the perimeter site landscaping to soften the building edge.</p>				

H. BUILDING ROOF ELEMENTS	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
<p>1. The roof design has been considered as an integral component of the overall architectural design theme.</p>				
<p>2. Piecemeal mansard roofs (used only a portion of the building</p>				

perimeter) has been avoided. If a mansard has been used, it should wrap around the entire perimeter of the structure.				
<p>3. The following roof materials should not be used:</p> <ul style="list-style-type: none"> <li>a. Corrugated metal (standing rib metal roofs permitted).</li> <li>b. Highly reflective roof surface materials.</li> <li>c. Illuminated roofing.</li> </ul>				

I. BUILDING LIGHTING AND SECURITY	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. Lighting has been used to provide illumination for the security and safety of on-site areas such as parking, loading and receiving, pedestrian walkways, and exterior work areas.				
2. The design of light fixtures and their structural support, along with other illuminators, is architecturally compatible with the main buildings on-site.				
3. The building entrance is well lighted for security, yet is not overly bright.				
4. All lighting along the site and/or building perimeter is shielded as may be necessary to confine light spread within the site boundaries.				