CHAPTER 4
DESIGN GUIDELINES

General Commercial

General Office

Business Park Industrial

4.1 INTRODUCTION

The design guidelines set forth in this chapter serve to steer development of Cordes Ranch by establishing criteria for development character, architecture, detailing, and landscape themes for the General Commercial, General Office, Business Park Industrial, and the I-205 Overlay.

The guidelines are to be used in conjunction with the Development Standards in Chapter 3 which provide the standards for setbacks, building height, intensity of development, and the permitted and conditionally permitted uses. Chapter 8 outlines the Development Review process that will utilize these guidelines to evaluate development applications in order to make the necessary findings for project approval.

Design Goals

The goal of these design guidelines is to develop facilities that:

- Establish a sense of place for Cordes Ranch through quality architecture and well designed buildings;
- Guide the site planning and building orientation to capitalize on the location and unique opportunities each site presents;
- Establish a consistent landscape theme that provides a gateway to the Project and to the City of Tracy, and creates a unifying design element for Cordes Ranch;
- Provide flexibility to allow for a variety of development options and opportunities to generate jobs in the City of Tracy;
- Create a gateway to the City consisting of well designed buildings and enhanced landscaping design along the I-205 freeway edge.

4.2 DESIGN ELEMENTS

The Project Area includes a number of design elements that create the framework for development, See Figure 4.1. These consist of the following:

a. Park and open space amenities;
b. Freeway and road frontage corridors;
c. City gateway and Project entry features.

a. Park and Open Space Amenities

The Project has been organized to capitalize on the large public space Central Green which is a "hub" of the Project. The drainage easement and corridor will be enhanced with trails, landscaping and other amenities to create public open space and gathering places for employees and City of Tracy residents. The road network and bicycle and pedestrian paths have been designed to lead to the Central Green. To further create connectivity with the Central Green, the street frontages along Mountain House Parkway, Capital Parks Drive, and New Schulte Road include

Figure 4.1, Project Design Elements

landscaping to create corridors or "spokes" to provide for Class I bike paths and pedestrian sidewalks. The Central Green is connected with a network of roads, bicycle, and pedestrian “spokes” that connect the project and creates a gathering place for employees of the business park.

b. Freeway and Road Frontage Corridors

I-205, Mountain House Parkway, Capital Parks Drive, and New Schulte Road are the main points of access to the Project, see Figure 4.1.

Landscaping will be a key element in combination with the building architectural design that will create these design edges. Loading docks and service doors shall be screened from view from these public street corridors with either landscaping, berming, or screen walls or any combination of these methods. Building architecture and orienting the office function to face the street and corners will be important to create a strong streetscape experience.

c. City Gateway and Project Entry Features

To denote the entry to the City, the northwest corner of the Project will include a grouping of three gateway signs. The signs have been arranged so that they are visible from both directions of I-205 and will include lettering and/or imagery to identify the Cordes Ranch project as well as the City of Tracy. A second gateway sign element will be located near the mid portion of the Project, see Figure 4.1.

The signage elements will not only denote the gateway to the City, they will also establish a consistent identity and Project branding for the freeway sign, project entries, intersections, and entry monuments.

Three project entry signs are included to create a sense of Project identity. These include entry signs at Mountain House Parkway and Road ’A’, Mountain House Parkway and Old Schulte Road, and New Schulte Road at the eastern property boundary near the Eastside Park. The entry signs will include 20’ high c-shaped metal panel identity signs, corten and corrugated metal walls, or similar materials.

Orient building entries towards public streets

Buildings should frame and front streets

Cluster buildings to create courtyards and plazas

4.3 GENERAL DESIGN GUIDELINES

The following design guidelines will support the implementation of the design elements described in Section 4.2 and are applicable to all Zone Districts.

Site Design

a. Site Planning and Building Orientation

- Buildings at corners and vehicle entries should frame the street and provide pedestrian connections between the street and the buildings.
- Buildings should be oriented to include adequate setbacks to create public spaces.
- Main vehicle access drives shall be oriented to terminate at the building entrances to provide visitors with a clear pathway to entries.
- Establish visual links in multi-building complexes by using landscaping and other site design elements that allow pedestrians to easily navigate within a complex of buildings.
- Site planning and parking lot design should consider travel speeds and view corridors from the freeway to businesses, placement of signage, and scale and location of special architectural features.
- Landscaping at site entries should support the character of the project and provide a sense of arrival. A variety of elements can be used to enhance entries, such as monoliths, low ornamental walls or fences, accent planting, and special paving.
- Signage and landscape treatment should distinguish the entries that serve the main building from service entries. Service vehicle traffic should be separated from employee and visitor circulation. A clear travel route should be provided between the street and the building or complex entry.
- Provide for efficient site circulation by creating landscaped drive aisles that divide parking fields and direct vehicles to parking adjacent to buildings.
- Provide adequate stacking length at main entries and the first drive aisle to limit vehicle ingress and egress conflicts.
- The office portions of buildings should be oriented to the main public street or located at the building corner.

Create landscaped drive isles to direct vehicles and pedestrians

Design buildings with offsets and recesses

- Provide for vehicle circulation and parking in front of buildings that will assist with creating appropriate building massing at public streets. To achieve this, buildings that parallel the public streets shall be set back a minimum of 50' to the face of the building.

b. Pedestrian Circulation

- Provide clear, convenient pedestrian connections from the public streets, sidewalks, transit stops and trails to business entries.
- Distinguish pedestrian pathways from vehicular drives through the use of differing paving texture, color and/or materials. Where pedestrian pathways cross vehicular drives, provide clearly delineated crosswalks and consider raising the pedestrian paving surface for more visual differentiation.
- Provide adequate lighting for pedestrian safety.
- Design building footprints with offsets, recesses, and orient buildings to create courtyards, and/or plazas to provide for a variety of gathering places.

c. Screening and Utilities

- Loading docks, truck trailer parking and service doors shall be allowed to face public streets, but screened with either landscaping, berming, or screen walls or any combination of these methods.
- Include ample landscaping to screen views of the truck trailer parking, service doors, and loading docks from public streets.
- Parcels with more than one building should cluster buildings so that service doors and loading docks oppose each other to screen views from public streets.
- Loading docks and service doors shall not be visible from I-205.
- Incorporate storm water treatment improvements into the overall site design and parking lot layout of each parcel. Storm water control shall be designed in accordance with adopted standards.
- Outside storage when permitted will only be allowed if completely screened from public view.

Utilize screen walls, fences, landscaping, and berming or any combination of these methods to provide proper screening.

- Uses such as auto, RV or boat repair or storage, as well as for uses involving outdoor parking of industrial vehicles such as fork lifts or construction equipment, shall be well screened and are required to be located behind the rear portion of the building. The areas should be screened with a solid wall or fence compatible with the building architecture and landscape. Chain link fencing is not permitted where visible by the public for such particular uses.
- Site planning shall anticipate the location of any above-ground utilities including, but not limited to, PG&E transformers, phone company boxes, fire department connections, backflow preventers, irrigation controllers and other on-site utilities, which shall be screened from view from any public right-of-way behind landscaping, structures, walls or fences that are designed to be compatible with the buildings and landscape/hardscape features on the site.
- Trash enclosures shall be designed with solid doors, interior concrete curbs, and exterior materials and colors shall be compatible with the adjacent building exteriors on a site. All trash enclosures shall be sized to fit both trash and recycling containers that will be necessary to serve the users of the site.
- Enclosed metal trash compactors adjacent to the loading docks are permitted and will be screened from public view as part of the truck court/trailer storage screening.
- Trash enclosures shall be screened from view from all public rights-of-way (including I-205) by buildings or landscaping, with openings oriented away from public view, and shall be located in a manner that allows for accessibility by the trash/recycling vehicles.

Design trash enclosures to be compatible with Project architecture

Exterior utility equipment screened with planting

d. Parking and Circulation

- Create a clear visual entry to the project by use of signage, entry walls, vertical landscape elements, and accent hardscape/paving.
- Parking, when located adjacent to frontage streets, shall incorporate landscaping to screen the parking areas from the public view.

- Large parking areas should include landscaped drive aisles that divide parking fields to provide clear circulation to parking adjacent to buildings.

e. Parking Lots

- Tree planting in parking areas should create an "orchard" effect, shading and softening the appearance of the parking lot. At least 40% of the paved area shall be shaded at tree maturity.
- Where practical, provide separate entrances for automobiles and trucks clearly marked to promote safe site circulation.
- Where landscape planters are parallel and adjacent to vehicular parking spaces in customer parking lots, the planter areas shall incorporate a 12-inch wide concrete curb along their perimeter that is adjacent to the parking space in order to allow access to vehicles without stepping into landscape planters.

Include landscaped planters to divide large parking areas

f. Walls and Fences

- Landscape walls and fences should be of high quality materials compatible with the architecture and landscape design.
- In addition to landscaping and berming, walls and fences can be used to screen the entries to the service and loading dock function of the buildings.
- Walls and fences should be designed and constructed of materials similar to and compatible with the overall design character and style of the development.
- Permitted materials include pre-cast concrete walls, split-face masonry, stone or stone veneer, brick, tubular steel, wrought iron, or similar high-quality material.
- Security gates should be constructed of the same materials and detailing as the fencing for the project.
- Fencing shall be limited to a maximum height of 12'. If security fencing is constructed adjacent to the landscape setback area, it should be constructed of tubular steel or similar material.

Use of wing walls and landscaping to conceal loading docks, and service doors

Gates visible from public areas are to be constructed of tubular steel or similar material

Typical parking lot lighting

Provide pedestrian-scale lighting along walkways

- Gates for pedestrian and vehicular access to restricted areas that are visible from public areas (i.e., parking lots, drive aisles) shall be constructed of solid durable material, tubular steel, or similar material.
- Chain-link is not preferred and only permitted when not in public view, such as on the side or rear project boundary when not visible from public view. Barbed wire, razor wire, integrated corrugated metal, electronically charged or plain exposed plastic concrete/ PCC fences are not permitted.
- Site security may sometimes call for walls and/or fences, which may be comprised of a variety of different materials, including but not limited to tube steel, masonry, or any combinations thereof. The use of chain link fencing is allowable if it is designed in conjunction with the overall site and landscape plan and not visible from public view.

g. Lighting

- Site lighting should be attractive and consistent with the overall character of the project.
- Site lighting should highlight building entries, open spaces, walkways, and architectural features.
- Pedestrian scale lighting should be used for pedestrian walkways through parking areas.
- Lighting should be architecturally compatible with the building and site design, and shall have a 40’ maximum height for a freestanding light pole, except as shown in note 2 of Table 3.3. Lighting should be low profile and in scale with the setting and may include post lights and light bollards.
- Parking areas shall have lighting which provides adequate illumination for safety and security. Parking lot lighting fixtures shall avoid conflict with tree planting locations so they do not displace intended tree plantings.
- All projects shall include lighting for safety and security purposes. All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture.
- Outdoor lighting and other means of illumination for signs, structures, landscaping, and similar areas, shall be made of durable materials.

Accent bollard lighting

Light fixture bases should be protected

Contemporary Agrarian Landscape

- Accent lighting shall be used to enhance the appearance of a structure, draw attention to points of interest, and define open spaces and pathways. Accent lighting will only be permitted when it does not impact adjacent development, roadways, or residences.
- Pole footings in traffic areas shall be designed and installed to protect the light standard from potential vehicular damage.

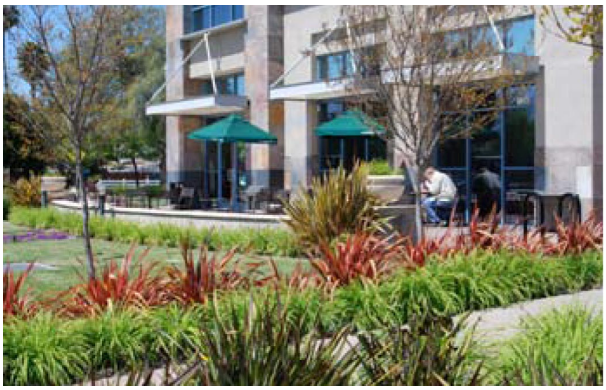
4.4 ON-SITE LANDSCAPE GUIDELINES

Landscape design plays an important role in creating a uniquely attractive, sustainable and health-promoting environment for Cordes Ranch. The character is contemporary agrarian, which is a uniquely California aesthetic. Native and climate adapted plantings in rural patterns such as orchards and hedgerows create a rustic, yet visually ordered environment. Natural materials in clean, simple designs create a sophisticated character. The project is visually unified with thematic signage, coordinated furnishings and fixtures, enhanced hardscape and plant palette, which all work together to create a sense of "place".

The Cordes Ranch Landscape Guidelines are intended to provide a framework for achieving the high quality landscape character envisioned for the Project. The guidelines are not intended to limit innovation, but rather to provide clear direction on design elements that are key to achieving the desired character. The detailed design criteria provided here will support planners, architects and landscape architects in meeting the intent of the Specific Plan. In the case of conflict between the provisions of this Specific Plan and City of Tracy standards, the provisions herein shall take precedence.

- Vehicle parking when fronting I-205 shall be screened by landscaping and berming.
- Fast-growing trees closely spaced in groupings to create visual mass are encouraged.
- Planting areas should be provided between parking and roads to provide visual relief in large expanses of hardscape.
- Screening and sound attenuation along roads should be achieved through siting, berming and landscaping.

Screen parking with landscaping and berming



Encourage creative, innovative landscape designs

Stormwater management as part of landscape

- Property owners are responsible for installing and maintaining the landscape setbacks within their properties, in accordance with the Tracy Municipal Code and this Specific Plan.
- Design should be generally consistent with the overall contemporary agrarian character of the project.
- Sophisticated designs with simple plant palettes, such as rows and masses of native and climate adapted grasses and orchard style tree plantings are encouraged. There should be a consistency of landscape design throughout a development. Unrelated random placement of plant materials should be avoided.
- Sites should be landscaped in order to optimize the aesthetic appeal and comfort for employees and visitors. All portions of a site not devoted to buildings, structures, parking, outdoor storage or paving should be landscaped, to the extent feasible. Landscapes should be designed to reach a reasonable level of maturity within five years.
- Large scale buildings should be screened by large scale planting.
- Trees shall be provided at a ratio of an average of at least one tree for every 1,000 square feet of landscape/hardscape area, not including required parking lot trees.
- Trees shall be installed at a minimum size of 24" box.
- Parking lot trees should be provided at a minimum of one tree per 5 spaces. Trees may be clustered to define circulation routes, frame site views, and reinforce freeway edge planting. Large scale, high branching shade trees should be used in all parking areas.
- Vegetated bioswales are encouraged in parking lot planting islands to treat on-site stormwater and provide visual relief within the hardscape.
- No large landscape areas are to be landscaped with solely native grasses.

Native/climate adapted plants in simple designs

Outdoor space separated from parking with planters

Turf minimized in the landscape

b. Materials

- Natural materials, including stone, and wood in keeping with the general character of the project are preferred.
- Refer to the Plant Palette provided on page 4-12 for suggested plant materials.
- Locally sourced, salvaged and recycled content materials in the landscape are encouraged.
- The use of renewable energy in the landscape such as photovoltaics and wind turbines is encouraged.
- The use of native, climate adapted and large stature species is encouraged to promote/ create habitat, minimize use of water, fertilizers and pesticides, promote biodiversity and sequester carbon.
- Species listed on the CAL-IPC list of invasive species shall not be used in the landscape.
- Turf should be minimized in the landscape, except where needed for recreational purposes. The use of turf for solely decorative purposes is strongly discouraged.
- Stormwater Best Management Practices, such as rain gardens, bioswales and rainwater harvesting, should be incorporated into the landscape to maximize on-site infiltration of stormwater, to the extent possible.

c. Sustainability

- Sustainable landscape design employing the most current technologies are strongly encouraged.
- High-efficiency, weather based irrigation systems should be used.
- Recycled water shall be used for landscape irrigation when available.
- Appropriate placement of landscape materials should provide summer shade on buildings, parking spaces, drives and paths.
- Enhanced building entries and other special landscape features are encouraged and should feature bold foliage accent planting in pots or planters, colored paving, spreading shade trees and seating elements. Accent lighting is also encouraged.

Suggested Plant Palette

The following plant list provides suggested species suitable for the design aesthetic desired for the project.

Botanical Name	Common Name
Acer rubrum 'Red 'Sunset'	*Red Sunset Maple*
Celtis sinensis	*Japanese Hackberry*
Cercis Canadensis 'Forest Pansy'	
Cercis occidentalis	*Western Redbud*
Crataegus cordata	*Washington Hawthorne*
Crataegus oxycantha	*Hawthorn*
Cupressus sempervirens	*Italian Cyprus*
Fraxinus hololricha 'Moraine'	*Moraine Ash*
Fraxinus velutina 'Rio Grande'	*Rio Grande Velvet Ash*
Fraxinus uhdei	*Evergreen Ash*
Lagerstoemia indica	*Crape myrtle*
Liriodendron tulipifera	*Tuliptree*
Nyssa sylvatica	*Saucer Magnolia*
Pistacia chinensis (Male only)	*Chinese Pistache*
Platanus acerifolia 'Yarwood'	*London Planetree*
Prunus cerasifera 'krauter Vesuvius'	*Krauter Vesuvius Flowering Plum*
Pyrus calleryana 'Aristocrat','Capital', ,'Red Spire', 'Whitehouse'	*Flowering Pear, Callery Pear, Capital, Red Spire, Whitehouse Callery Pear*
Pyrus calleryana 'New Bradford'	*New Bradford Pear*
Pyrus calleryana 'Cleveland Select'	*Cleveland Flowering Pear*
Quercus agrifolia	*Coast Live Oak*
Quercus cocchinea	*Scarlet Oak*
Quercus lobata	*Valley Oak, White Oak*
Quercus rubra	*Red Oak*
Quercus suber	*Cork Oak*
Quercus virginiana	*Southern Live Oak*
Schinus molle	*California Pepper Tree*
Zelkova serrata 'Green Vase' or 'Village Green'	*Japanese Zelkova*

- Large scale trees and shrubs appropriate to the scale of the architecture should be emphasized to minimize visual dominance of large architecture.

d. Site Furnishings

- Site furnishings should be high quality and contemporary in design and compatible with the overall landscape design.
- Site Furnishings should be durable and vandal resistant.

4.5 GENERAL COMMERCIAL GUIDELINES

General Commercial development will include approximately 20 acres of retail and highway commercial services and uses. Site planning should orient buildings to face the primary highway/street frontage and/or entry drives to maximize exposure for businesses. Parking should be located behind buildings and/or screened with landscaping and berming. Drive aisles should be oriented perpendicular to the buildings to provide for easy pedestrian access to the buildings. In large retail centers of over 100,000 sf, a pedestrian pathway should be incorporated into the parking field to provide a linkage and clear pathway for safe pedestrian access between buildings. A typical illustrative site plan is presented in Figure 4.2.

Small commercial developments will include a mix of retail commercial uses, business and professional services. Buildings should frame the street and be sited at the minimum setback or have only a single row of parking between the building and street. Buildings should be clustered to create plazas, and framed spaces for seating, fountains and other design amenities. A typical illustrative plan is presented in Figure 4.3.

- Building facades can be oriented to face either the freeway frontage or the main public street so that businesses and commercial uses are highly visible.
- Vehicle parking when fronting I-205 shall be screened by landscaping and berming.
- Commercial and Office Buildings along the freeway shall be setback at the minimum 30' landscape setback.
- Design building footprints with offsets, recesses, and orient buildings to create courtyards, and/or plazas to provide for a variety of gathering places.
- Trash enclosures shall be completely screened from I-205 and public streets and located to allow for collection vehicle turning and access.
- Site planning shall anticipate the location of above ground utilities and backflow preventers. Utilities and backflow preventers shall be screened from public view when feasible. Use landscaping or "green screen" walls to reduce the visibility of utilities and other infrastructure that require location above ground.
- Incorporate storm water treatment improvements into the overall site design and parking lot layout of each parcel. Storm water control shall be designed in accordance with adopted standards.

Design buildings with recesses and outdoor spaces

Incorporate stormwater treatment within landscape areas

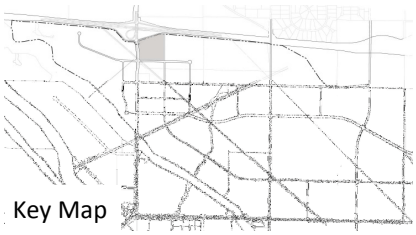


Figure 4.2, Conceptual Large Commercial Illustrative Plan

Figure 4.3, Conceptual Small Commercial Illustrative Plan

Landscape parking adjacent to public streets

Include public spaces and plazas in the site design

Orient building facades to face I-205 and public streets

4.6 GENERAL OFFICE GUIDELINES

General Office development to the west of the Central Green will consist of shorter street block lengths to create a more pedestrian friendly district. Buildings will be allowed to be multiple stories in height and will frame the streets and corners. Diagonal on-street parking will provide direct access to businesses and services with additional parking encouraged to be located behind buildings and screened with landscaping and berming. A typical illustrative site plan is presented in Figure 4.4.

- Parcels with frontage along Mountain House Parkway, Capital Parks Drive, New Schulte Road, and Roads B, E, and F, should orient buildings to the street.
- Buildings at corners and vehicle entries should frame the street and include plazas, or gateway openings and pedestrian connections between the street and the campus of buildings.
- Buildings should be oriented to include adequate setbacks to create public spaces and plazas.
- Establish visual links in multi-building complexes by using landscaping and other site design elements that allow pedestrians to easily navigate within a complex of office buildings.
- Parking, when located adjacent to frontage streets, should be discouraged in the General Office area along streets "B" "E" and "F". When infeasible, parking should be screened by use of either landscaping, berming, or low walls or any combination of methods from the public view and pedestrian circulation.
- Large parking areas within General Office should include dedicated landscaped drive aisles that divide parking fields to provide clear circulation to parking adjacent to buildings.

Figure 4.4, General Office Illustrative Site Plan

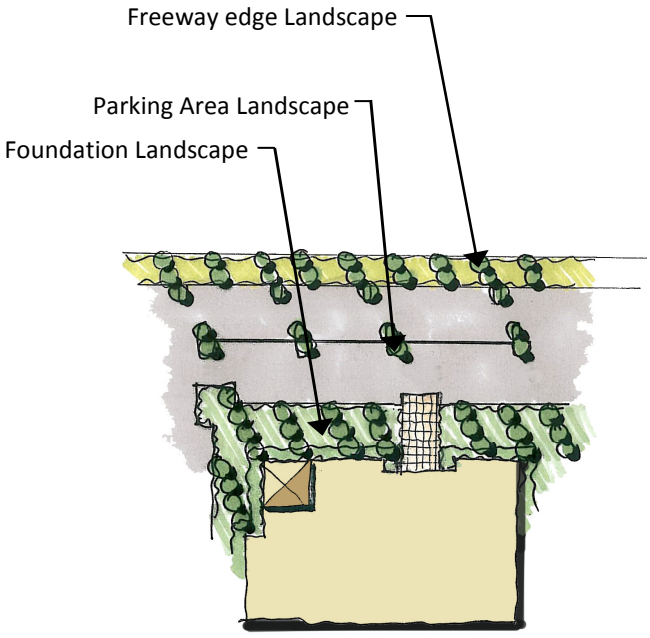
4.7 I-205 OVERLAY GUIDELINES

The I-205 Overlay is the "front door" to the Project and the City. The freeway edge provides opportunities for highly visible freeway development. The vision is to create a strong thematic entry to the City, create a gateway to the Project from I-205 at Mountain House Parkway, and create a development fabric of well designed buildings that are oriented to the freeway that will establish a visually interesting building edge.

The Overlay includes the first 500 feet from the property line, adjacent to I-205, see Figures 4.5 and 4.6. The Overlay will guide the orientation of buildings, the design and detailing of building architecture, and establishes the landscape character of the freeway frontage.

The following guidelines have been established to guide development of parcels within the I-205 Overlay.

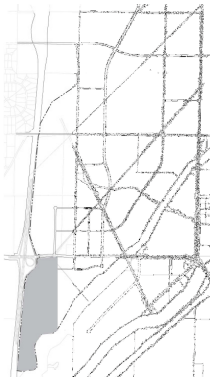
- Loading docks and service doors are not allowed to face I-205.
- Development with more than one building should orient buildings so that loading docks and service doors oppose each other and face the interior to screen views from I-205.
- Parking and/or frontage/access roads shall be located adjacent to the freeway to create a minimum 100' building setback from the property line at I-205 to assist in reducing the visual massing of buildings.
- Site planning shall provide for two "tiers" of landscaping adjacent to I-205:
    1. A 30'minimum landscape area from the property boundary paralleling I-205.
    2. Landscaping within the parking field shall be required to meet the minimum parking shading requirements for the City of Tracy;
- Parking, when located adjacent to the freeway frontage, should be screened by use of landscaping, low berming, or low walls or a combination of all.
- Landscaping of the 30' minimum area parallel to I-205 shall adhere to the concept plan in Chapter 5.



Provide tiers of landscaping along the I-205 frontage

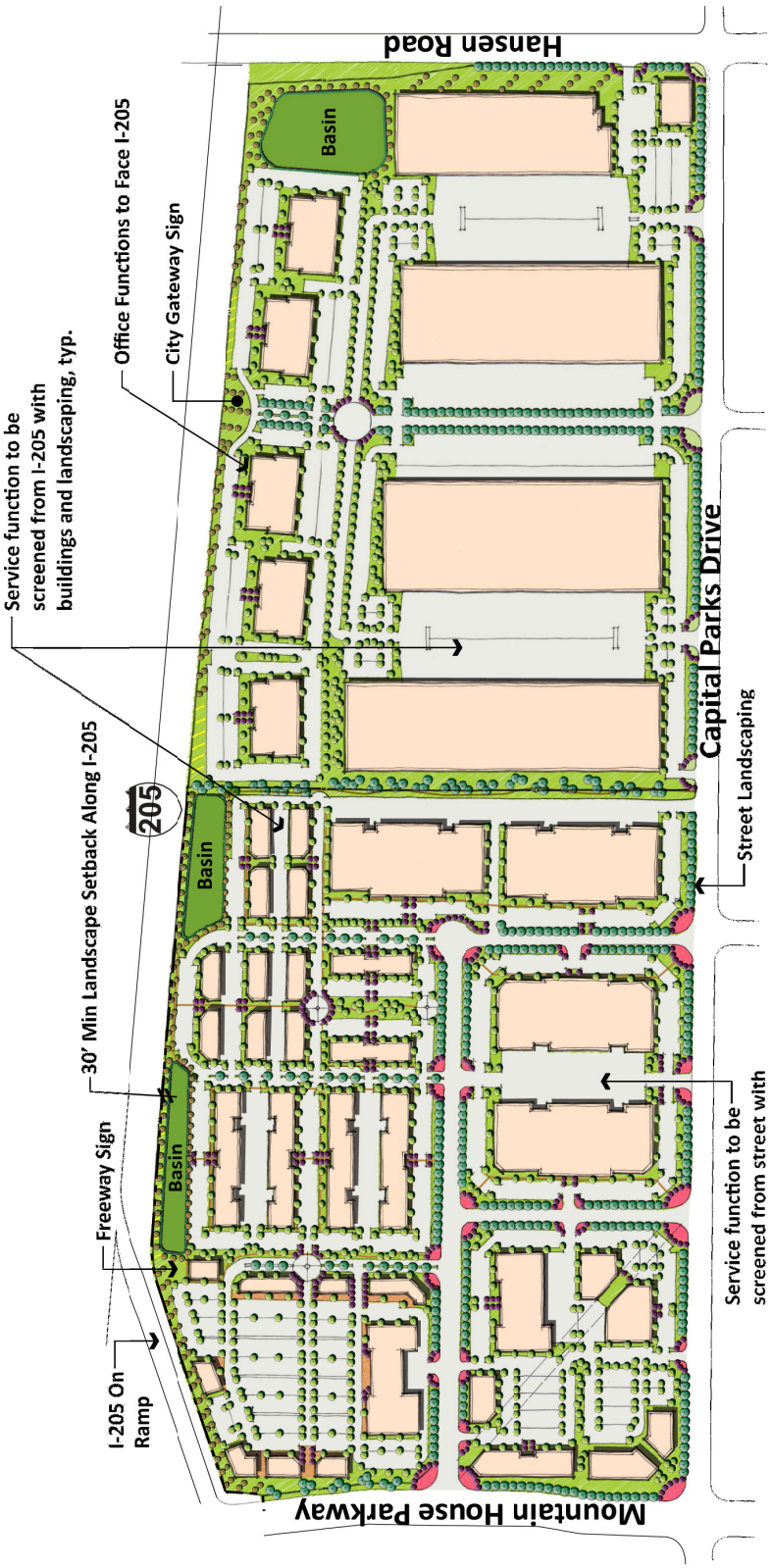
Screen walls used to conceal parking, loading docks, and service doors

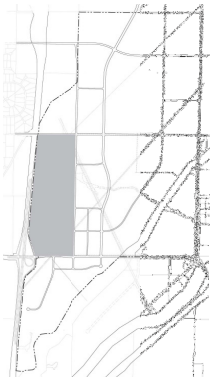
- Screen views of interior facing service doors and loading docks that may be visible from the freeway and public streets with landscaping, berming, screens walls, or any combination of all.
- Screening walls shall be utilized to obscure views of interior services doors and loading docks. Walls should be designed and constructed of the same or complimentary materials as primary buildings.
- Building architecture should include additional articulation of roof/parapet and wall design.



Key Map

Figure 4.5, I-205 Overlay Illustrative Plan - West of Mountain House Parkway





Key Map

Figure 4.6, I-205 Overlay Illustrative Plan - East of Mountain House Parkway

Orient office functions of buildings to face public streets

Screen loading docks with landscaping and/or screen walls

Provide separate entrances for trucks

4.8 BPI DESIGN GUIDELINES

Business Park Industrial facilities will generally consist of large parcels that will allow for large buildings, many over 500,000 square feet. Buildings should be designed to face office functions and building entries to the street and provide screening of truck and trailer parking, loading docks, and service doors with either landscaping, berming or screen walls or any combination of these methods. Parking should also be screened with landscaping and berming and include trees to provide shading to reduce heat gain. A typical illustrative concept site plan is presented in Figure 4.7.

- Buildings should be setback from the property line to allow for employee and customer parking adjacent to the building.
- Buildings with an office function should be oriented to the main public street or located at the building corner.
- Parcels with more than one building should cluster buildings so that service doors and loading docks oppose each other to screen views from public streets.
- Include ample landscaping to screen views of the loading docks, truck trailer parking, and service doors from public streets.
- Parking, when in front of buildings, will be screened by use of landscaping or berming from the public view.
- If possible, provide separate entrances for automobiles and trucks clearly marked to promote safe site circulation. In many cases there will be shared vehicle access.
- Parking areas for trucks and trailers shall be allowed to face public streets, but should be screened from public view. Utilize screen walls, fencing, landscaping, and berming or any combination of these methods to provide proper screening.
- Allow for adequate truck stacking length at the security building and the street entry to limit conflicts with site circulation.

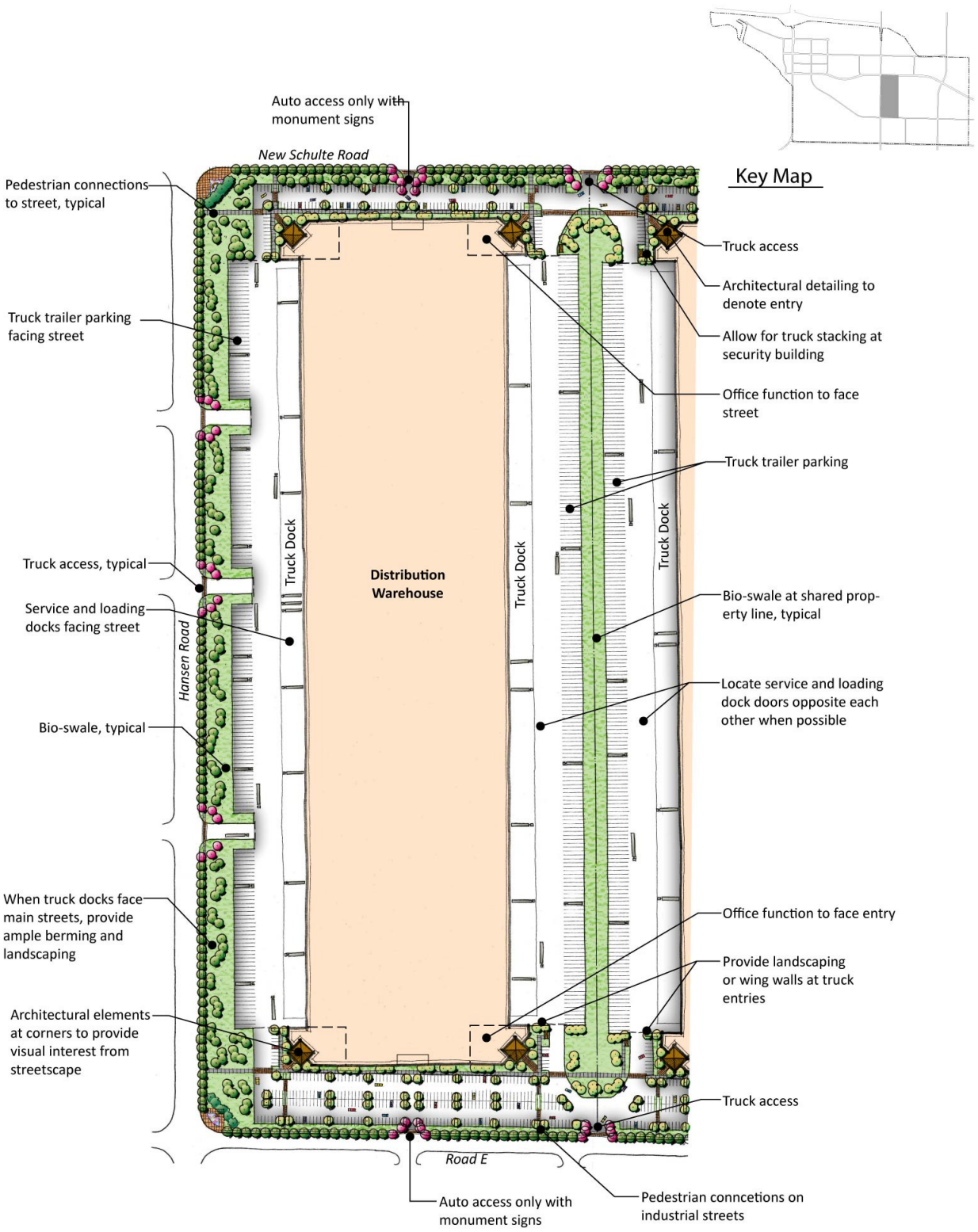


Figure 4.7, Business Park Industrial Illustrative Plan

Use a variety of materials in the building design

Use vertical and horizontal design elements to create façade breaks

Use simple shapes and forms to create visual interest

4.9 ARCHITECTURAL GUIDELINES-ALL ZONING DISTRICTS

These architectural design guidelines are intended to provide direction for the development of well-designed structures through the use of high-quality materials and attention to detail that will meet or exceed the high standards envisioned through this Specific Plan. These guidelines will assist in ensuring a base level of quality of architecture consistent with the vision and goals of the Specific Plan, rather than relying on standardized market prototypes to drive the design of the various building types.

- Building base materials may consist of, but not be limited to, wood, stucco, stone, brick, concrete or slump block, and concrete tilt-up panels. Accent materials may consist of, but not be limited to, tile, glass, stone, brick, wood, stucco and metal. All buildings should utilize a variety of colors and materials.
- Buildings with primarily metal exteriors are not permitted unless an exception is made based on meritorious design.
- Visual interest on buildings with simple shapes shall be provided through the use of both vertical and horizontal façade breaks that should be visible from street view, including, but not limited to, varying roof heights and pitches, stepped out columns, awnings, windows, recessed entries, score lines, and a mix of colors and materials.
- All separate structures on a site shall have consistent architectural detail and design elements to create a visually cohesive development. It is not necessary or even desired for buildings to “match”, but they should utilize similar architectural elements, colors and materials, or styles so that there is not an aesthetic disconnect between buildings on a site.
- Utilitarian portions of buildings, such as vents, gutters, downspouts, flashing, electrical conduit, and other wall-mounted utilities shall be painted to match the color of the adjacent surface or otherwise designed in harmony with the building exterior.
- All buildings shall be designed to completely screen any roof-mounted equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and dishes from view of all public rights-of-way.

Simple architectural forms with clean lines

Variety of materials applied to the base, wall, and cap

Utilize warm earth and neutral color palettes

4.10 GENERAL COMMERCIAL ARCHITECTURAL GUIDELINES

The General Commercial architectural design guidelines are intended to provide direction for the development of buildings that will house commercial retail and consumer service land uses. These buildings should be designed with elements that consider the human scale in order to promote the comfort of the customers by providing protection from the elements through awnings, covered walkways, and other pedestrian-friendly elements. Often times, all sides of commercial buildings will be visible to the public and should be designed in a manner where they are welcoming to customers from the street as well as the parking lot and service areas.

- Elements that promote pedestrian activity such as awnings, covered arcades, windows, and hardscape features (benches, stepping stones, etc.) shall be incorporated into the design of commercial buildings.
- All publicly visible sides of commercial buildings shall be designed with a complementary level of detailing and quality of materials so that there is equal visual interest on all sides. This may include, but not be limited to, the use of spandrel glazing, awnings, trims, covered doorways, accent colors and accent materials. Multiple building entries are encouraged when feasible.

The General Commercial retail images are intended to guide the style of the architecture and detailing for commercial retail development, see Figure 4.8.

Figure 4.8, Typical General Commercial Architecture

Include architectural details at entries

Use simple building forms and massing to unite building features

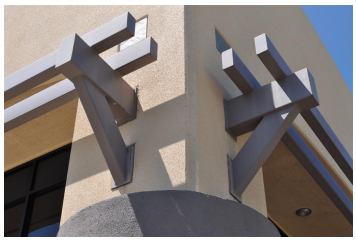
Clean architectural lines with simple details

4.11 GENERAL OFFICE ARCHITECTURAL GUIDELINES

The General Office design guidelines are intended to ensure high-quality office buildings with design details that set them apart from buildings in the Business Park Industrial Areas. Offices may be single or multi-story, and may stand alone or be grouped in a campus-style design.

- Colors and materials should be used strategically in keeping with the building's architectural theme.
- Building entries should be highlighted with pedestrian-scale elements to direct customers and employees to the entrance and distinguish it from the remainder of the building.
- Office buildings should be designed with a high window to wall ratio. The use of glass walls is encouraged. Spandrel glazing may be used to provide the illusion of glass for large portions of a building where structural elements constrict the use of full glass walls.
- Repetition of shapes, lines and dimensions should be strategically used to create a sense of architectural rhythm that visually unites the building features.

The General Office images are intended to guide the style of the architecture and detailing for development of multi-function buildings that create an inviting work place, see Figure 4.9.



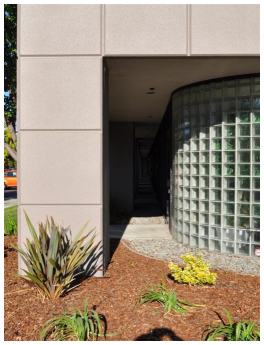


Figure 4.9, Typical General Office Architectural Styles

Clean, simple architecture and detailing

Locate the office function at the corner of the building

Provide architectural focal points at entries

4.12 BUSINESS PARK INDUSTRIAL ARCHITECTURAL GUIDELINES

Buildings within the Business Park Industrial Zone will vary in size and function, but many will be very large warehouse/distribution or manufacturing facilities. In order to prevent long, straight building facades that are uninteresting and uninviting, these buildings will be designed with visual variety that may include color, changes in parapet wall height, score lines, and similar design elements without compromising the functional aspects necessary to serve the occupants, such as their large scale, dock doors, and simple (rectangular) shapes.

- Building facades shall be articulated to add visual variety and distinctiveness by adding breaks in long building facades at least every 200 feet in the form of score lines, varying roof heights, and/or color variations. Building entries shall be designed with the human scale in mind by concentrating windows and enhanced colors and materials at the office and entry areas.
- Metal is discouraged as a building's primary exterior except where the industrial nature of the use seems to mandate this type of construction. If metal buildings are found appropriate, decorative features, textural changes, or relief techniques should be used to break up large building faces and glass, brick or other surface treatments to the office portions of such structures in view of a public street shall be required.

The Business Park Industrial buildings presented in the images provide the quality, general architectural styles and detailing for typical warehouse/distribution or manufacturing facilities for Cordes Ranch, see Figure 4.10.

Figure 4.10, Typical Business Park Industrial Architectural Styles