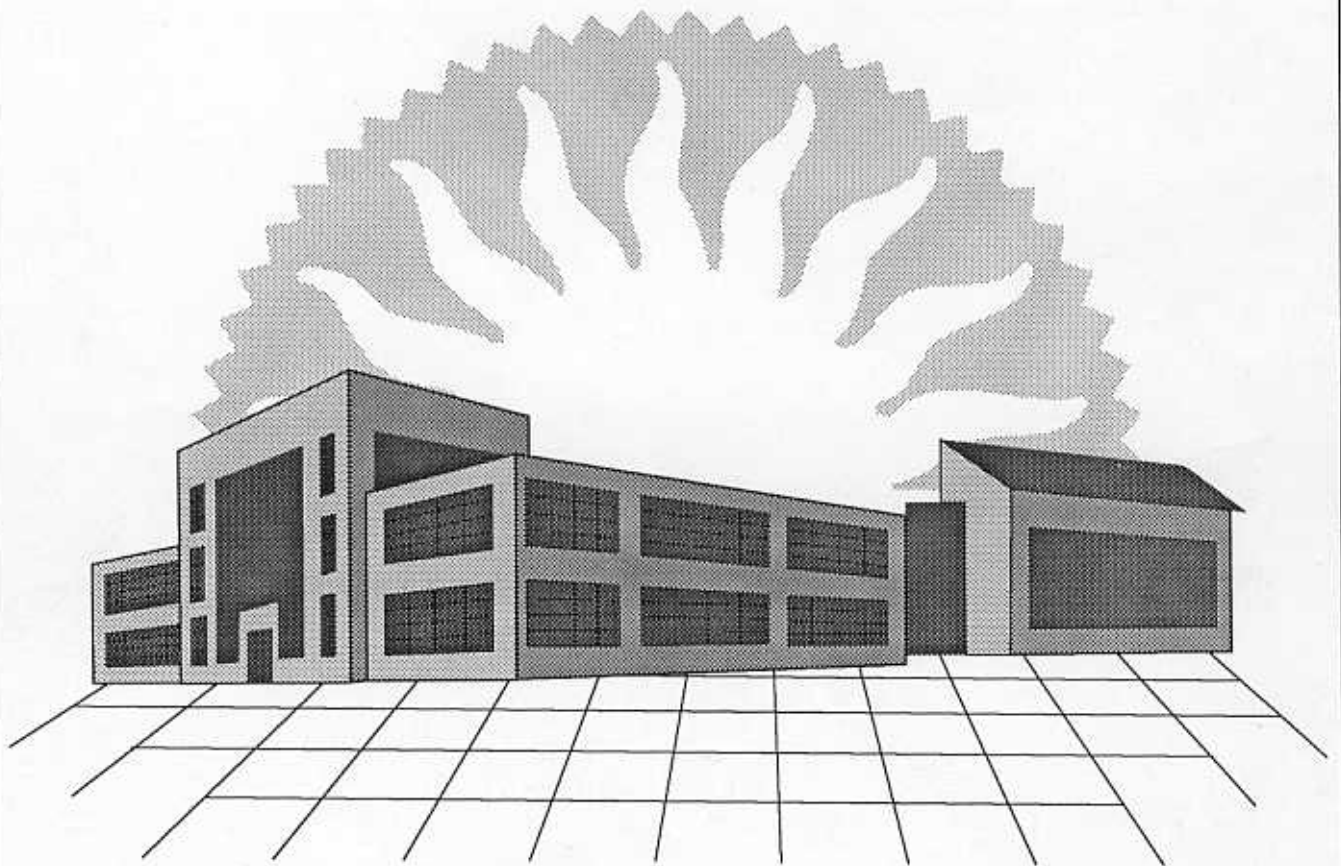


Industrial Design Guidelines



City of San Jose
Department of City Planning and Building

CITY OF SAN JOSÉ
INDUSTRIAL DESIGN GUIDELINES

Prepared by:
The Department of City Planning

ADOPTED BY CITY COUNCIL: AUGUST 25, 1992

INDUSTRIAL DESIGN GUIDELINES

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The Industrial Design Guidelines are intended to assist those people involved in the design, construction, review and approval of industrial development in the City of San José. Using the guidelines will promote design quality and function in industrial projects. These guidelines will enable developers to clearly understand the City's intent with respect to site design and architecture. They follow the basic outline of the City's Commercial Design Guidelines and are intended to act as a companion to that document.

Guidelines, when used in the City's review of development proposals, expedite the approval process by presenting a common language for all parties involved in the design, construction and review of projects. These guidelines provide a framework to develop plans and a basis for recommendations. Because creativity is always encouraged, deviation from guidelines may be appropriate, particularly when deviation results in a higher quality design and project.



HOW THESE GUIDELINES WERE DEVELOPED

This document represents a major review and update of the Industrial Design Guidelines that were first adopted in May, 1978.

Using the existing guidelines as a foundation, the Department of City Planning staff relied upon the following major resources to develop the fundamental concepts presented in this document.

The Department's standard practices, which have evolved over time through experience with many industrial projects.

Interviews with, and reviews by, major industrial developers in Santa Clara County.

Workshops with the public.

Input from other City departments, including the Department of Public Works, Department of Streets and Traffic, Fire Department, Police Department, Office of Environmental Management, Office of Economic Development and the San José Redevelopment Agency.



These guidelines apply to all industrial development in the City of San José, including areas with industrial zoning or planned development zoning for industrial use. Allowed uses within these designations which may be more commercial or office in nature should also follow the applicable guidelines in the City's Commercial Design Guidelines.

The Industrial Design Guidelines are divided into two major parts: Common Elements and Specific Development Types. The Common Elements, Sections One through Six, address the treatment of those aspects of development which apply to all or most types of industrial projects. Examples of these elements are circulation, landscaping and signs. Specific Development Types, Sections Seven through Twelve, deal with those issues which predominately relate to a specific development type, such as auto repair shops or research and development offices.

Guidelines address issues of area compatibility, project function and aesthetics. They seek to assure that new industrial development preserves or improves the economic development goals and objectives of the City while avoiding negative impacts on adjacent industrial, commercial or residential uses. The guidelines encourage functional and safe vehicular and pedestrian circulation, connections to public transit, and energy efficiency. Quality landscaping and excellence in building design are intended to contribute to the positive character of industrial areas and the overall image of the City. Toward this end, flexibility in the application of guidelines is possible to promote creative alternative solutions for individual projects.

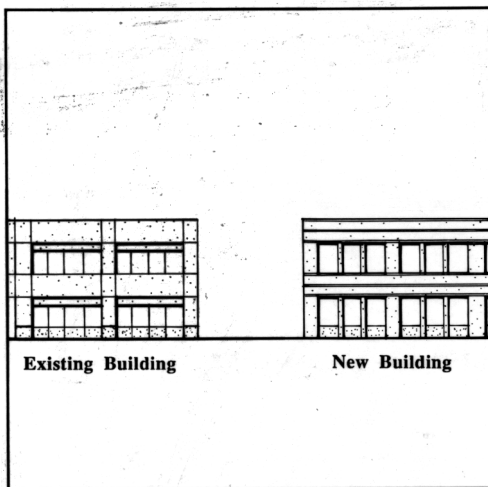
The guidelines in the Common Elements sections establish the basic standards for those site and architectural components which are common to all or most types of industrial development. Some guidelines may apply to a specific development type. Others, such as the landscaping guidelines, apply to every project. The Common Elements sections provide the framework. More detail may be provided in one or more of the Specific Development Types sections. The treatment of signs is an example of this latter category.

Existing buildings and landscaping should be the frame of reference for new development.

A. SURROUNDING AREA CHARACTER

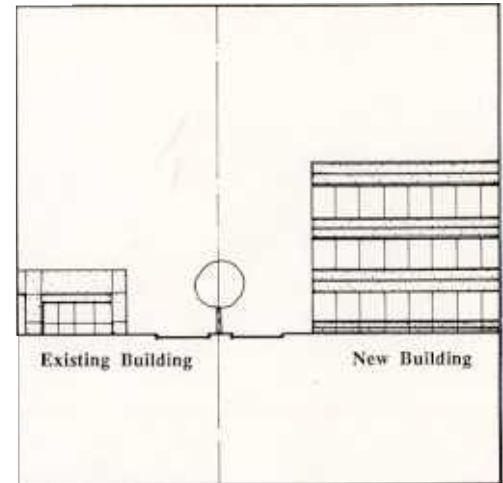
New structures and uses should be compatible with the existing neighborhood character.

1. New development should complement, but not necessarily mimic, the building forms, architectural styles, and landscape patterns of existing neighboring industrial development.
2. New development should avoid adverse impacts, such as noise, dust, and traffic, on nearby properties.
3. New development should take into consideration design characteristics of the surrounding area when it exhibits a positive, distinctive architectural style, high quality development or established landscape patterns.
4. New development should respect existing historic or potentially historic structures in the immediate area through the use of similar materials and proportions, avoiding overpowering scale and visual obstruction. However, there should be distinct differences between the old and new so historic structures are not camouflaged.



1.A.4.: Use similar materials, proportions, and scale employed on a new building adjacent to an existing one.

5. Setbacks for new buildings from public streets should conform to the zoning requirements and should provide a positive image to the existing street-scape. In addition, different setbacks may be encouraged for specific development types.
6. Generally, transitions between existing and new buildings should be gradual. The height and mass of new projects should not create abrupt changes in close proximity to existing buildings, unless the area is clearly transitioning to a more intense development pattern.

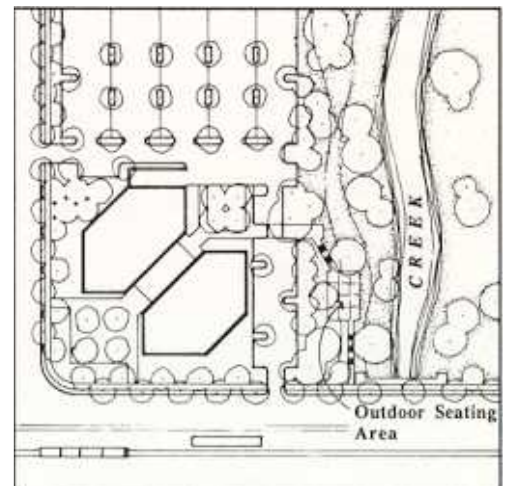


1.A.6.: Generally, avoid abrupt height transitions.

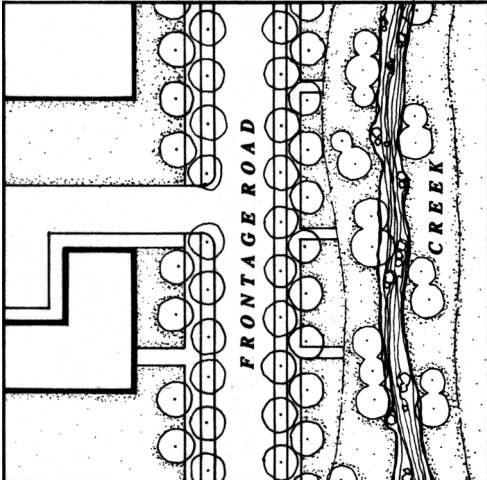
B. SITE CHARACTER

Site amenities should be preserved and become part of the new project.

1. Natural amenities, such as views, mature trees, creeks, riparian corridors and similar features unique to the site, should be preserved and used to enhance the design of new projects.
2. Structures which are historic or are otherwise distinctive should be preserved and incorporated into development proposals.
3. New projects should take existing or potential amenities into account. Outdoor activity areas, such as employee rest areas and pedestrian walkways, should provide a connection between the amenity and buildings.

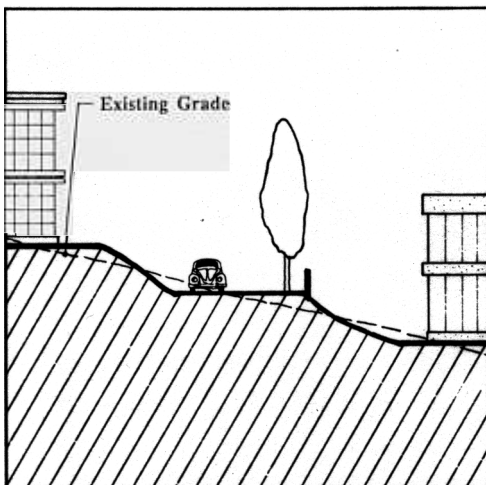


1.B.1.: Address a natural amenity



1.B.4.: Provide frontage roads or driveways adjacent to creeks and parks whenever possible.

4. Frontage roads or driveways, including sidewalks and paths, should be provided adjacent to creeks and parks whenever possible.
5. Development of sloped properties should generally follow the natural contours of the land. Terraced parking lots, stepped building pads and larger setbacks should be used to preserve the general shape of natural land forms and to minimize grade differentials with adjacent streets and with adjoining properties, especially when adjacent downhill properties are residential.
6. Bicycle and pedestrian connections should be provided to public open space, such as regional trail systems.

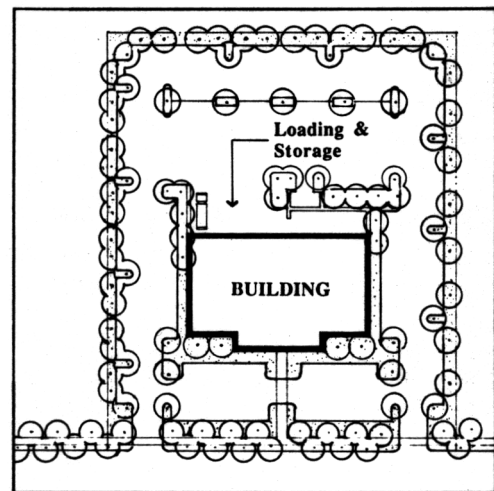


1.B.5.: Minimize grade differentials between properties with terracing and large building setbacks.

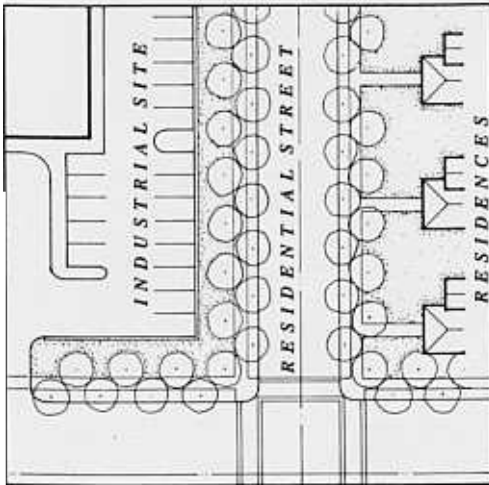
C. INTERFACES

Structures and activities should be located and designed to avoid creating nuisances and hazards for adjoining properties, particularly when these properties have residential uses.

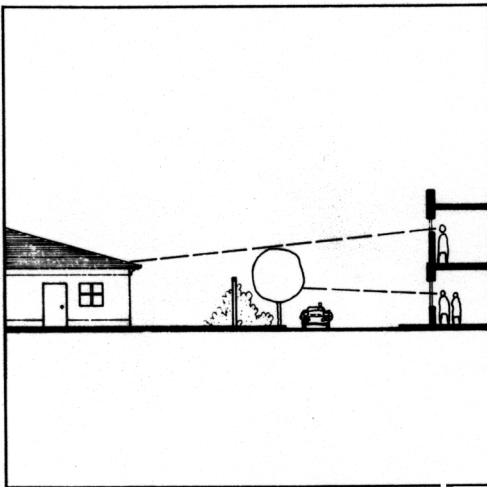
1. Activities generating noise, traffic, dust, or odor and activities using hazardous materials should be located adjacent to similar activities on adjacent properties whenever possible. The location of these activities in proximity to residential or other sensitive uses, such as schools or offices, should be avoided. Solutions to interface issues are suggested in the Sections on Service Facilities and on Parking and Circulation.
2. Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should be located as far as possible from adjacent residences. Any negative effects on adjacent properties should be fully mitigated.
3. To maintain a livable environment, residential and non-residential uses should be separated using masonry walls, landscaping, building orientation and activity limitations.



1.C.2. Screen service and loading areas appropriately from view.



1.C.4.: Avoid industrial access from a residential street.



1.C.6.: Prevent a direct line of sight into adjacent rear yards with a high window sill or a landscaped screen wall.

4. Parking lots for industrial uses should not have access on otherwise intact residential streets and should be separated from these streets by masonry walls or appropriate landscape berms, at least 4 feet in height, placed at the parking setback line.
5. To protect residential privacy and to reduce visual mass, single-story industrial buildings adjacent to residential properties of less than thirty-five feet in height should be placed at the setback applicable to the adjacent residential development. Multi-story industrial buildings adjacent to residential properties up to 35 feet in height should be setback 1 1/2 feet for each one foot of building height. Setbacks for industrial buildings adjacent to residential developments over 35 feet in height should be similar to the residential setback if the scale of the residential and industrial buildings is similar.
6. Window orientation for industrial buildings should preclude a direct line of sight into adjacent, residential private open spaces. First floor windows may be appropriate if screened with appropriate fencing.

7. When industrial buildings back up to the common open spaces of residential projects, the industrial setback area should be landscaped as well as functionally and/or visually combined with the residential open space where possible.
8. Projects should conform to the City Council adopted guidelines for land located in proximity to high pressure natural gas pipelines.

D. SECURITY

Projects may have specific security needs which should be incorporated into the site design of the project.

Walkways between building entrances and to parking lots should be located in highly visible areas of the site.

2. For safety, pedestrian walkways, parking lots, loading and outdoor storage areas should be lighted with an average illumination of 0.5 to 1.5 foot candle after dark.
3. Security buildings and check point kiosks should be designed with the project and incorporated into the circulation plans. Adequate vehicle stacking and a rejection turnaround should be provided.

The design and placement of industrial buildings should respond to the general characteristics of its surroundings as well as to the community's architectural standards and the site's opportunities. A building should be sufficiently complex for visual interest and sufficiently simple for unaffected integrity.

A. BUILDING ORIENTATION

The orientation of industrial buildings will vary depending on the use, anticipated tenant and size of the project. It is often preferable for industrial buildings to be adjacent to the street frontage with a minimum setback as provided by the zoning district.

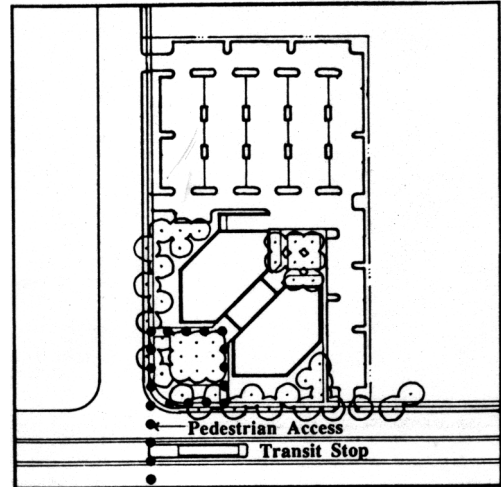
- 1 Front setbacks on new buildings must meet Zoning Code Requirements and provide a positive image to the streetscape.
2. On corner sites, consideration should be given to locating buildings near the intersection to enliven the streetscape and add visual interest. Parking areas should be minimized adjacent to intersections.
3. Public entrances and primary building elevations should be oriented toward public streets wherever possible. Only active building elevations, never blank walls or loading areas, should face public streets.

4. Multiple buildings in a single project should have a positive functional relationship as well as an aesthetically pleasing spatial relationship with each other.
5. Building entrances should be oriented toward light rail lines, with minimum distances along sidewalks from stations and bus stops, for convenient building access for public transit passengers.
6. Buildings should be oriented to maximize the benefits of solar energy for natural heating and cooling effects. Building design can incorporate these energy concepts early in the planning process using the City's Office of Environmental Management IDEAS program.

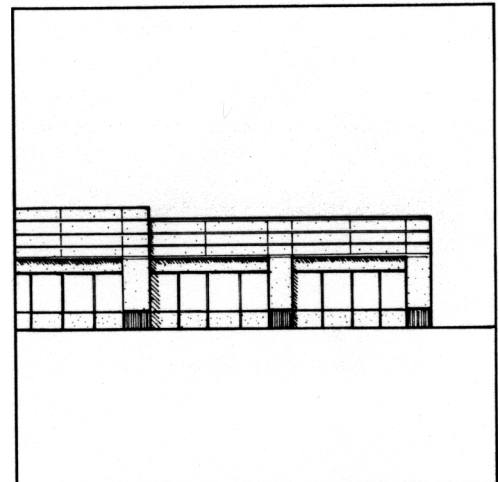
B. BUILDING FORM AND SCALE

The elements of buildings should relate logically to each other, as well as to neighboring buildings.

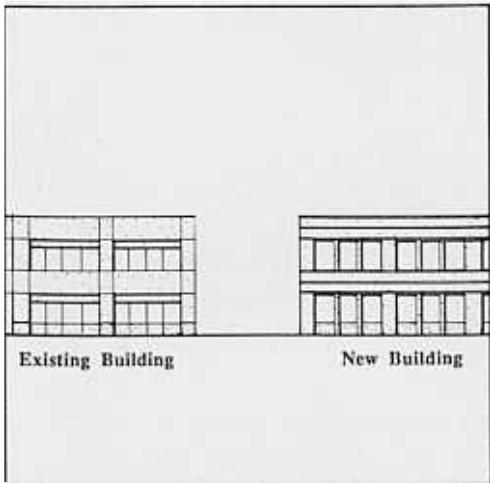
- 1 Building design should reflect a high level of architectural quality and creativity. Without limiting the potential for architectural innovation, simpler buildings should contain differentiated elements using details at the base and eave or cornice line.



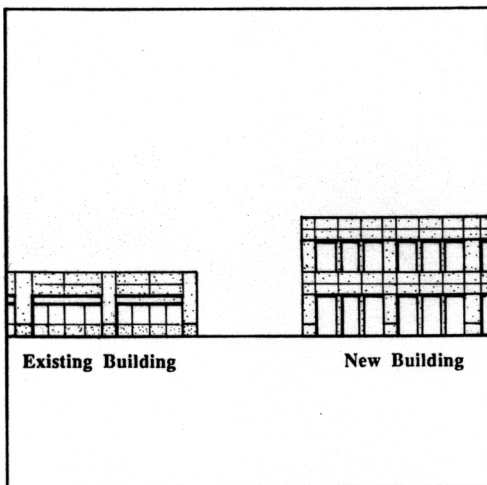
2.A.5.: Orient building entrances toward a transit stop.



2.B.1.: Minimal treatment for a simple low rise building. A greater degree of architectural creativity and quality is encouraged.



2.B.2.: Provide comparable proportions, details, and cornice lines as a transition between new and existing buildings. Maintain a high level of architectural design quality.



2.B.3.: Achieve compatible scale through building articulation and shadow patterns.

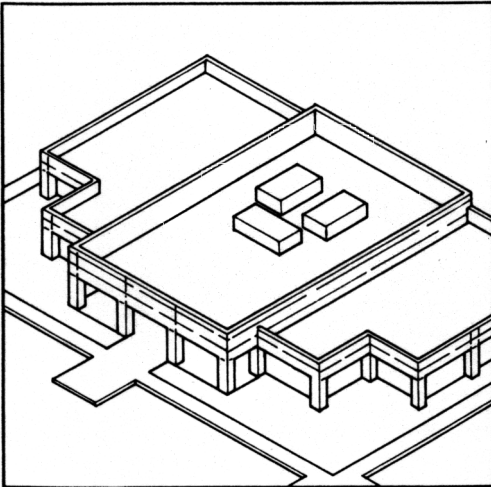
2. Where a new building is proposed immediately adjacent to existing buildings with quality design, the new building should respond with comparable quality of design. The design for new building should provide diversity and interest with a sensitivity to existing form, scale, and character of adjacent buildings.
3. The scale of new buildings should be compatible with, not necessarily the same as, adjacent buildings. Special care, however, should be taken to achieve compatibility between adjacent small scale buildings and proposed larger scale buildings using techniques such as stepped heights, building articulation and shadow patterns.
4. Long, uninterrupted facades should be avoided by adding windows and openings, recessed portals, wall off-sets, varying color and texture, building articulation and architectural details.

C. COMPLEXITY/UNITY

Each building or complex of buildings should be stylistically consistent.

Architectural style, materials, colors, form and scale should all work together to express a unified theme.

1. While diversity in architectural styles is encouraged on an area wide basis, each individual building should be stylistically consistent. For example, “Spanish” details are consistent with stucco buildings and mission tile roofs. Period detailing and scale on contemporary style buildings may be inappropriate.
2. To achieve design harmony and continuity, exterior building design, including roof style, color, materials, architectural form and detailing, should be comparable for all buildings in a complex and on all elevations of each building.
3. Monotony of building design should be avoided. Variation in wall plane, roof line, detailing, materials, colors and siting may be used to prevent a monotonous appearance in buildings. Roof and wall plane projections are encouraged to reduce the scale and bulk of massive buildings. Prefabricated metal or tilt-up concrete structures should not be used when they project a ‘box-like’ appearance without architectural detail or enhancement.



2.C.5.: Integrate parapet walls and roof screens as part of the building design.

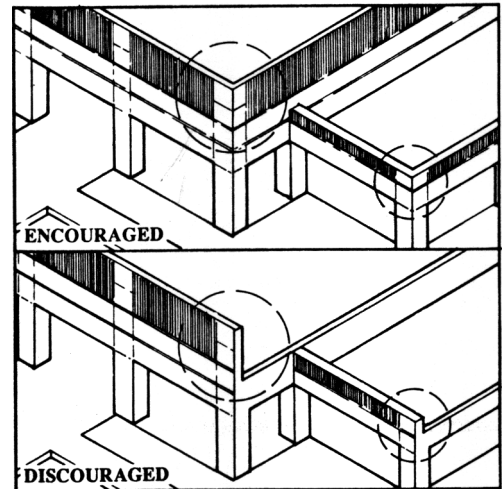
4. Auxiliary structures, such as storage and service buildings, should be architecturally consistent with the primary structures on a site.
5. Parapet firewalls and roof screens should be treated as an integral part of the building design. Such elements should not appear as unrelated afterthoughts.
6. Building entrances should be designed in human scale. In large buildings, distinctive entryways should be used to provide a transition between the street and the building.

D. ROOFS

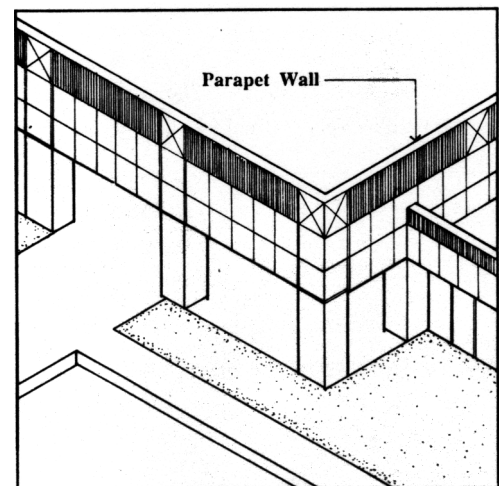
Roofs should be an integral part of the building design and form. They should complement the general design and nature of other roofs along the street.

1. Superficial application of artificial roof elements to disguise a flat roof, such as partial mansard roofs, are discouraged. This does not preclude equipment wells set behind conventional roof forms.
2. Roof styles of new buildings should take into consideration the dominant roof forms on adjacent buildings so that severe clashes in style and materials are avoided.

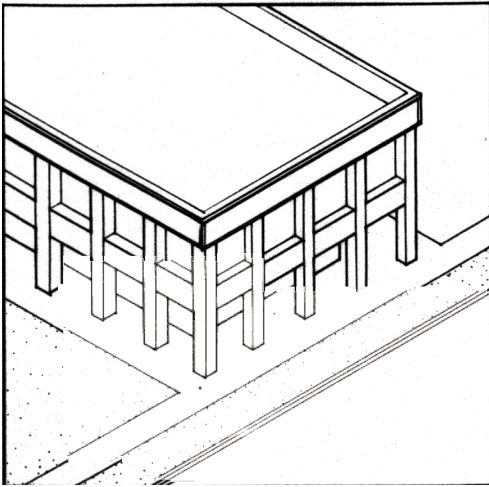
3. Cellular telephone antennae integrated into the equipment screens on industrial buildings are encouraged, rather than free-standing monopoles, whenever possible.
4. “Decorative” roof elements should not solely be used in the most visible locations. They should continue to wrap all the way around the building. Roof elements may be combined with wall or other roof elements.
5. Roof forms and materials should be stylistically consistent with the overall design theme of the building. Roof lines should be continuous and uninterrupted.
6. Special attention should be given to the finish of parapets when buildings have flat roofs. Depending on the architectural style of the buildings, parapets should have cornices, other horizontal decoration and/or clean edges.



2.D.4.: Discourage roof elements for only the most visible locations and encourage roof elements to continue all the way around the building.



2.D.6.: Pay special attention to the finish of the parapet when buildings have flat roofs.



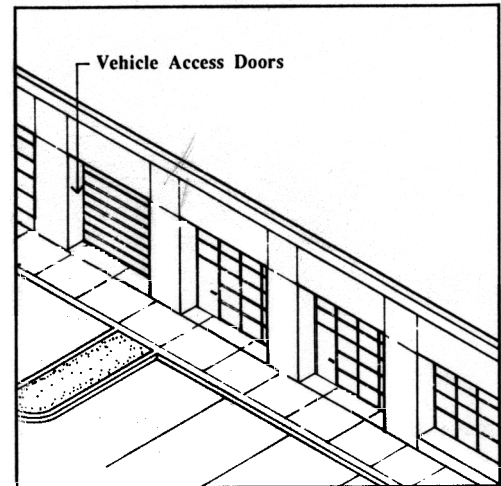
2.E.3.: Encourage overhangs, reveals, projections, and covered pedestrian walkways to contribute to the character of the building.

E. FINISH MATERIALS

Building materials and colors should be balanced. They should enhance the substance and character of the building.

1. Materials and colors should be varied where appropriate to provide architectural interest. The number of materials and colors should not exceed what is required for contrast and accent of architectural features. Changes of materials should generally occur with a change in plane.
2. Colors should be harmonious. However, color contrast is encouraged to express or enhance architectural detail. Fluorescent paints and bright colors are generally inappropriate.
3. Overhangs, projections, reveals and covered pedestrian walkways are encouraged because they contribute to the character of the building and create shadow patterns which aid in climate control.
4. Exterior materials and architectural details of a building should relate to each other in ways that are traditional and/or logical. For example, heavier materials should appear to support lighter ones.
5. Industrial buildings should be constructed using durable materials which convey a substantial appearance. Materials such as corrugated metal and fiberglass are discouraged.

6. Exterior building treatments, including colors, materials and architectural detailing, should be consistent and wrap around all elevations to avoid blank walls adjacent to other uses.
7. Window shapes, sizes and quantities should relate to the architectural style of the building.
8. Vehicle access doors can be recessed and integrated into building elevations. They should be painted the same color as the building and given the same architectural treatment where feasible. Design measures should be incorporated to protect doors from damage caused by trucks and other vehicles.
9. Excessive use of reflective and glare producing surfaces should be avoided. The City's Office of Environmental Management IDEAS program can be a resource for energy saving guidance.
10. The use of prefabricated metal buildings and plain aluminum siding is discouraged, however, architecturally creative use of metallic design may be appropriate in certain cases.
11. Measures should be taken in building and site design to reduce the potential for graffiti.



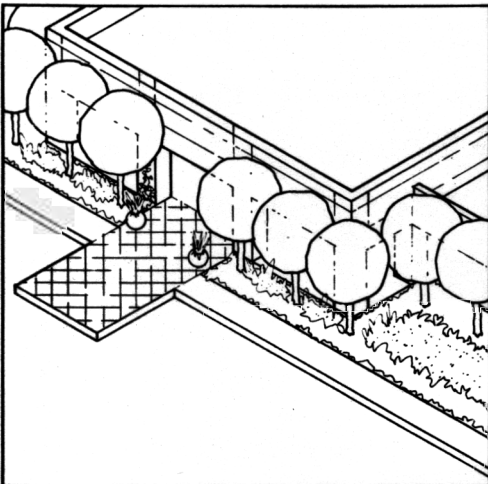
2.E.8.: Recess vehicle access doors and blend them into building elevations.

Planted areas soften structures, define site functions, enhance environmental quality and screen undesirable views. Landscaping provides a pleasant, comfortable setting. It also helps define the site plan and tempers the effects of climate.

A. GENERAL

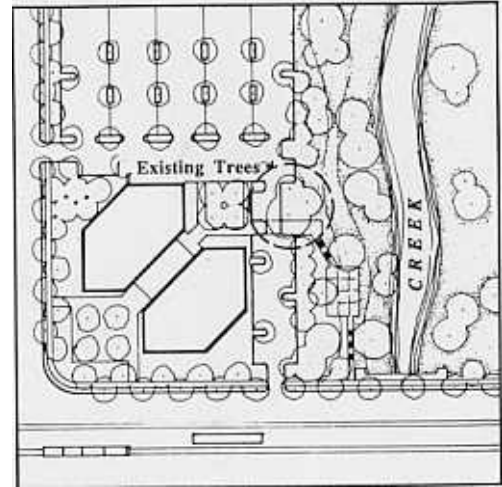
Landscaping should be integrated with buildings and surroundings to make a positive contribution to the aesthetics and function of both the specific site and the area.

1. Landscaping should be consistent with the City of San José Landscape and Irrigation Guidelines and the City's Urban Forest Program.
2. All areas not covered by structures, service yards, walkways, driveways and parking spaces should be landscaped.
3. Landscaping should consist of live plant material and may also include decorative treatments such as gravel, colored rock, tan-bark and similar materials to add accent texture. Pedestrian traffic areas may be paved with decorative paving, such as brick or cobblestone, but should create a level, safe, non-skid walking surface.
4. The choice, placement and scale of plants should relate to the project site and architecture. Planting should be used to shade and screen, to accent focal points and entries, to contrast with or reinforce building design, to break up paving or wall expanses, and to define on-site circulation.



3.A.4.: Provide planting for the built environment to shade, to accent the entry, to contrast with the building and to define circulation.

5. Unity of landscape design can be achieved through repeating certain plant varieties and coordinating with adjacent landscaping where appropriate.
6. Existing mature trees, rock outcroppings and riparian corridors should be preserved and incorporated into the landscape design of new development.
7. Landscaping can be incorporated into building design. Trellises, arbors and cascading terrace landscaping should be considered where appropriate.
8. Buildings should be shaded on the south and west sides during the summer months. Deciduous trees are encouraged as an excellent source of shading for these situations.
9. Areas proposed for future development on a site should be temporarily planted and irrigated for dust and erosion control, particularly if the next construction phase will not begin for at least six months.
10. Some industrial areas may have landscape master plans adopted by the City Council. These plans are to be considered in development.



3.A.6.: Preserve mature trees and rock outcroppings and incorporate them into the design of the project.

B. WATER CONSERVATION

While landscaping is critical to the quality of industrial projects, it is also important to recognize that water is a finite resource that should not be wasted. The City of San José promotes conserving water through landscape designs and irrigation systems as well as through the use of drought tolerant plants. The City's Landscape and Irrigation Design Guidelines provides standards and information on landscape design.

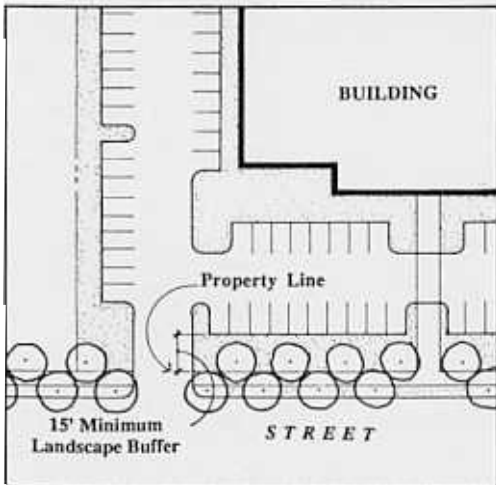
1. A permanent, automatic irrigation system should be provided in all landscaped areas. All landscaping should be maintained in proper condition through regular watering, mulching and replacement of dead plants.
2. Turf or grass coverage should not exceed 25 percent of the total project landscape area. A drought tolerant ground cover is encouraged as an alternate to turf where practical.
3. If decorative water features are allowed, one-half square foot should be subtracted from the project's turf area allowance for each square foot of water area. One square foot of turf area allowance should be subtracted if the water feature is a spray or mist type fountain.

4. Soil type, climate, and water needs should be considered when selecting plant materials. The City's Landscape and Irrigation Design Guidelines has a listing of drought tolerant plants.
5. Spray heads should not be used to irrigate trees and shrubs. Drip emitters or bubblers are encouraged as the most efficient means of watering these plants.
6. Sources for decorative water features should be reclaimed water which is recycled through the feature.

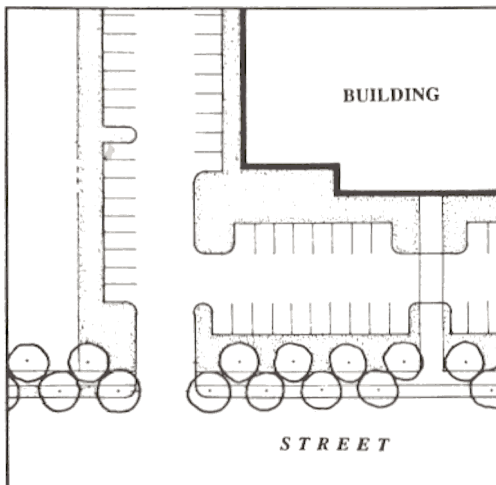
C. PERIMETER LANDSCAPING

The perimeter of the site should be landscaped to screen parking, buffer adjacent uses and provide an attractive view from the street.

- 1 Landscaping along streets should:
 - a. Combine a mix of trees, shrubs, and ground cover in the area between buildings and the sidewalk.



3.C.1b.: Provide a fifteen foot wide landscape strip along street frontages.



3.C.1d.: Combine street trees and on site trees to maximize the visual impact of the trees.

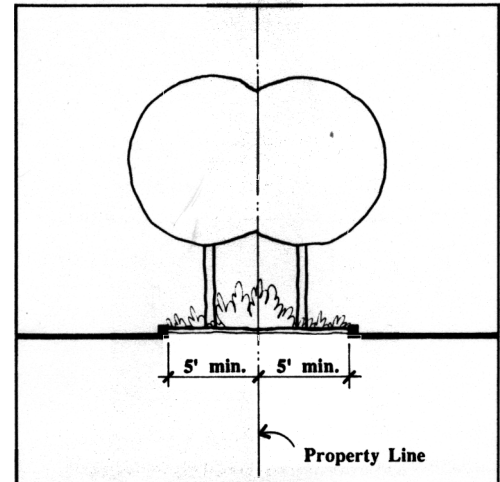
- b. Provide a minimum 15-foot wide landscape strip along all street frontages with parking lots. Planting should include a variety of trees, shrubs, and ground covers. A greater front landscape strip may be recommended for an individual developments based on the Specific Development Type. Reduced landscaped setbacks may be appropriate in older, established industrial areas.
- c. Include street trees to match existing street trees and spacing. New trees should be a minimum 15-gallon size.
- d. Coordinate street trees and on-site tree planting to maximize the visual impact of the trees, particularly when this is consistent with area master plans.
- e. Provide a minimum four-foot high parking screen when residential uses are located across the street. Attractive walls, berms, dense landscaping or depressed parking are acceptable screening solutions. Steep slopes are discouraged since they promote water runoff and waste.

2. Interior or property line landscaping should:
 - a. Provide a minimum 5-foot landscape strip, unless a greater perimeter landscape area is recommended based on the Specific Development Type.
 - b. Provide a 10-foot wide landscape strip and a 7-foot high property line masonry wall when a driveway, service yard, loading area or parking lot is adjacent to residential uses.

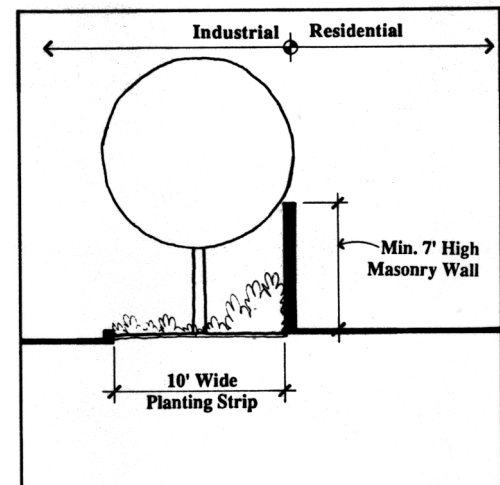
D. INTERNAL SITE LANDSCAPING

Landscaping should frame buildings and separate them from surrounding paved areas. Parking areas should be landscaped to minimize summer glare and heat and to reduce the negative impacts associated with large asphalt areas.

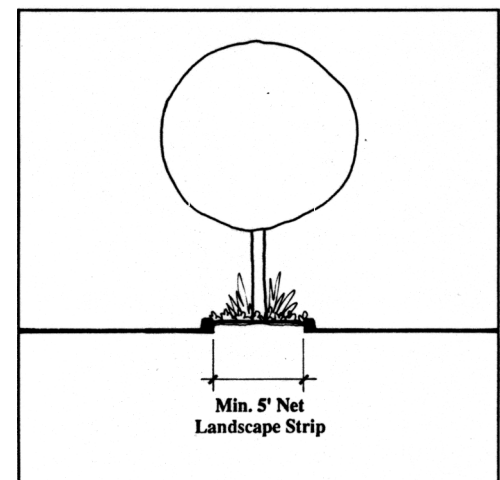
1. Landscape strips adjacent to buildings should have a width of no less than five feet. Exceptions may apply to manufacturing buildings or service and loading areas.



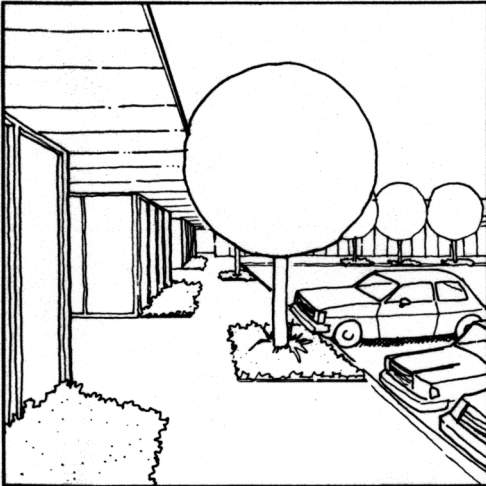
3.C.2a.: Provide a five foot wide interior property line landscape strip.



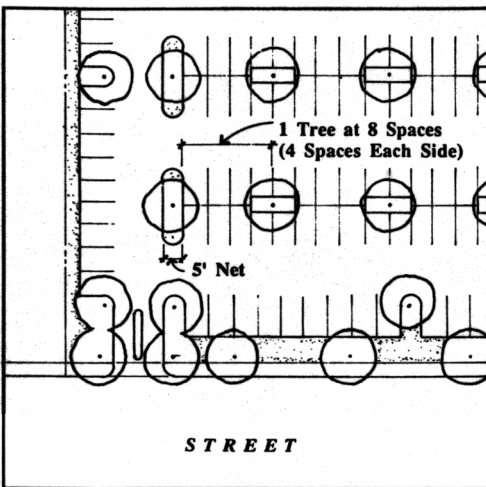
3.C.2b.: Provide a ten foot wide landscape strip and seven foot high masonry wall along residential property lines.



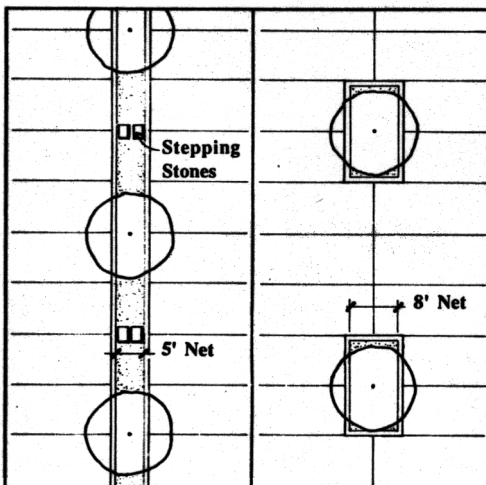
3.D.1.: Calculate planting areas using a net measurement.



3.D.3.: Use landscaped areas to enhance the pedestrian environment by separating pedestrians from buildings and/or parked vehicles.



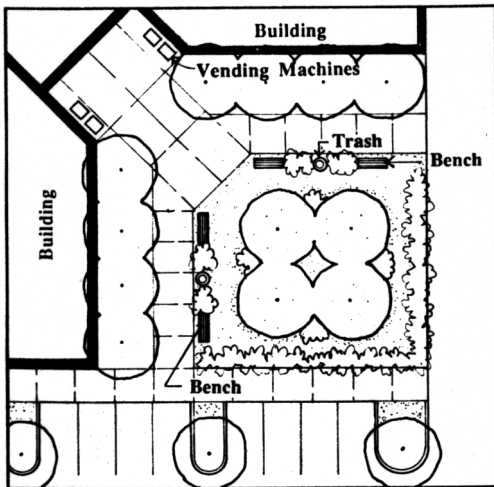
3.D.6.: Provide parking lot landscaping at ratios of one tree for each four parking spaces (Eight when double row of parking is proposed.) and five foot bulb at ends of parking aisles.



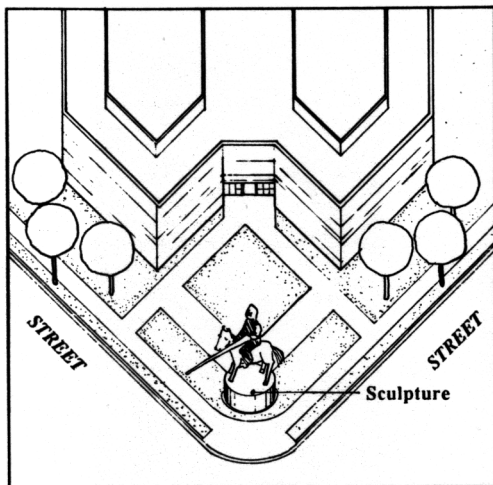
3.D.7.: Select one alternative for trees planted within parking aisles.

2. A minimum 5-foot landscape strip should be used along circulation and parking aisles as well as along building side and rear elevations if a walkway is not provided. A landscape strip is not necessary for service areas between pavement and buildings.
3. Buildings should be separated from parking bays by landscaping and walkways.
4. A minimum 5-foot wide landscape bulb should be provided at the ends of each parking aisle.
5. Parking lot trees should have large canopies and should be a minimum 15-gallon size when planted. They also need a minimum of 14 feet of vertical clearance over driveways.
6. A minimum of one tree should be planted at four parking space intervals (at eight parking space intervals when there is a double row of parking) in a parking lot aisle.
7. Vehicle overhang into landscaping is encouraged. However, the plant material should be compatible to permit the overhang.

8. Any one of the following is appropriate for tree planting areas within parking aisles:
 - a. A continuous landscape strip, at least 5 feet wide, between aisles of parking spaces which includes stepping stones or concrete paths to allow pedestrian access across landscape strips;
 - b. Tree wells, 8 feet wide, accomplished by converting four opposing full size spaces to compact spaces and allowing two feet of overhang from each space.
9. Texture and color variation in paving materials should occur where pedestrian and vehicular areas overlap. The use of stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete is encouraged in parking lots to promote pedestrian safety and to minimize large expanses of asphalt.
10. Landscape areas should be protected from pedestrian and motor traffic by raised curbs, tree guards or other devices.



3.E.1.: Enliven the project outdoor spaces with exterior site amenities.



3.E.5.: Provide outdoor sculpture, whimsical or formal within a project site.

E. OUTDOOR FURNITURE/RECREATION FACILITIES

When outdoor furniture and recreation facilities are proposed, they should be compatible with the project architecture and should be considered as integral elements of the landscape and site plan.

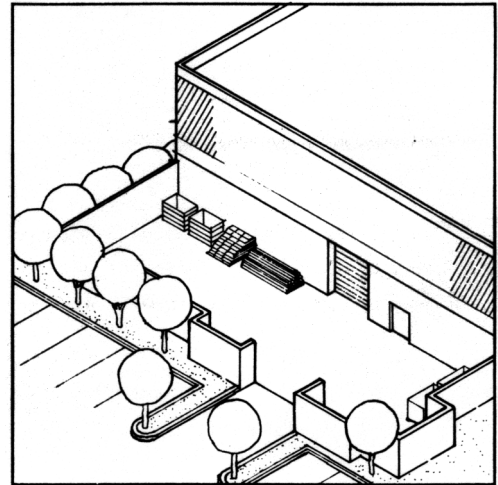
1. Exterior site amenities including lighting, directional signs, patio areas, benches, planters, trash receptacles and newspaper racks, are encouraged for the enjoyment of employees and visitors. They should be included in all site and landscape plans.
2. Recreational open space is encouraged, especially in industrial parks. Ball courts, par courses and other recreational amenities should be included in the project design.
3. Outdoor furniture should be of sturdy construction to withstand daily abuse.
4. Outdoor furniture should not conflict with circulation patterns on the site.
5. Outdoor sculpture, whimsical or formal, is encouraged to enliven plazas, entrances or other prominent outdoor spaces.

The provision of adequate service facilities is critical to the usefulness of buildings. adequately designed facilities can reduce on-site security problems. Service facilities should be included in the initial project design.

A. SERVICE YARDS

Loading and storage activities should generally be concentrated and located where they will not create a nuisance for adjacent uses.

1. Generally centrally located service yards are encouraged; however, dispersal of service facilities on the site may be necessary if dictated by a particular use. Service yards should include loading areas, garbage dumpsters, trash compactors, recycling, hazardous materials storage, equipment and materials storage, and, if appropriate, utility cabinets, utility meters and transformers.
2. Service yards should be easily accessed for service vehicles and tenants. They should be located to minimize conflicts with other site uses and should not create a nuisance for adjacent properties.
3. Service yards, storage areas and maintenance equipment should be enclosed and screened from off-site view. Screening devices can be a combination of buildings, walls, landscaping and/or berming.
4. Service yards should not be located near residential areas.



4.A.1.+3: Centralize, enclose and screen multi-functional service yards.

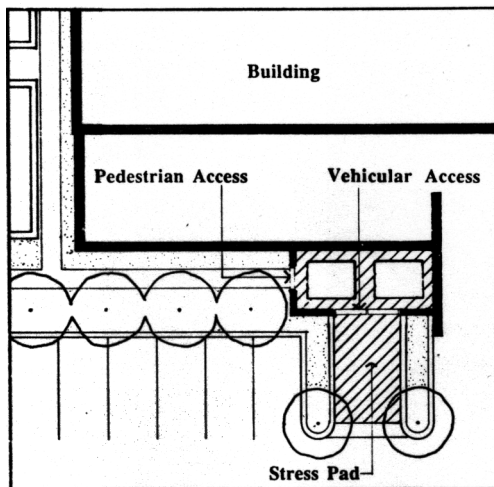
5. Public circulation should be precluded through service yards.
6. Service yard walls and similar accessory site elements should be compatible with the architecture of primary buildings, and should use a similar palette of materials and finishes.

B. GARBAGE/TRASH/RECYCLING

An adequate number of trash and recycling bins should be provided for the project, and should also be designed to meet contracted garbage collection company requirements. Bin storage areas should be located so as not to create a nuisance for adjacent properties.

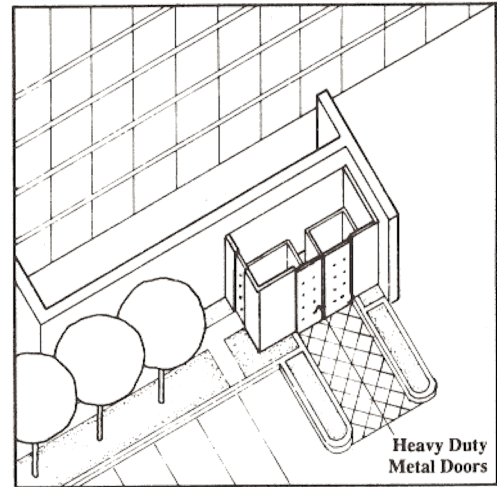
All trash, recycling and garbage bins should be stored in separate enclosure or a service yard.

2. Trash/recycle enclosures should be located for convenient tenant access. Enclosures should not be blocked with parking spaces or interfere with on-site circulation.
3. Trash/recycle enclosures should be located away from residential uses and should not create a nuisance for adjacent properties.



4.B.2.4.+8: Provide trash enclosures with convenient segregated access and concrete stress pads to reduce pavement damage from disposal trucks.

4. Trash/recycle enclosures should be constructed with masonry walls and the enclosure gate should be of metal with heavy duty hardware. Chain link is not appropriate. Finishes and colors for enclosures should be compatible with the buildings.
5. Trash/recycle enclosures should include provisions for concrete stress pads to reduce pavement damage from disposal trucks.
6. The height of trash/recycle enclosures should be at least 6 feet and should be adequate to conceal its contents.
7. Trash/recycle enclosure design should conform with the requirements of the City's Trash Enclosure Design Guidelines and the requirements of the contracted garbage/trash removal service.
8. All trash/recycle enclosures should have separate pedestrian access to insure that the enclosure gate is kept closed.
9. Sufficient areas for recycling facilities should be provided within trash enclosures. Contact the City Office of Environmental Management for details.
10. Trash compactors should be considered for large facilities.

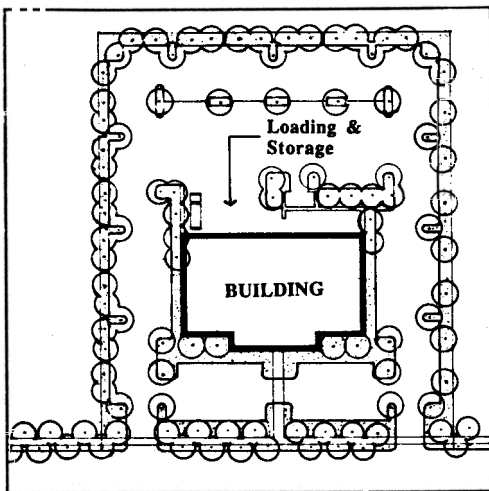


4.B.4.: Construct masonry trash enclosures with heavy-duty doors.

C. LOADING

Adequate loading spaces (including docks) should be designed to not be a nuisance for surrounding properties.

1. Loading docks should not be located within 100 feet (50 feet if fully enclosed within a building) of residential uses.
2. Loading areas and vehicle access doors should not be visible from public streets or from neighboring residential uses. All loading areas, vehicle access doors, docks and truck circulation aisles should be separated from residential properties by a minimum 7 foot high masonry wall and a minimum 10-foot wide heavily planted landscape strip to provide full visual screening.
3. Loading areas should be located away from highly visible areas of the site, preferably at the rear of buildings. Vehicle access doors should not face public streets, freeways or expressways.
4. Loading driveways should not back onto streets or encroach into landscaped setback areas. Loading activities should not be conducted from public streets.
5. Loading areas should have clear access without interfering with pedestrian and vehicular circulation. Loading areas should be separated from parking and public entrances.



4.C.3, 4, & 5.: Screen loading areas appropriately from public view and locate them at the rear of buildings.

6. Two-way driveways to loading areas and service yards should have a minimum width of 26 feet. One-way aisles should be at least 12 feet wide. Dimensions and minimum turning radiuses for trucks/trailers should be considered in the design of loading facilities.
7. Landscaping and pavement in loading areas should be maintained on a regular basis because of heavy traffic and heavy equipment use.
8. A 10 foot wide by 18 foot deep clear loading zone perpendicular to vehicle access doors should be provided to prevent blocking driveways.

D. STORAGE

Storage area size and location should be based on the needs of the tenants.

Enclosed or outdoor storage areas should be identified, planned and included in the site and building design of the project. Outdoor storage should only occur within approved storage areas which are permanently screened from view.

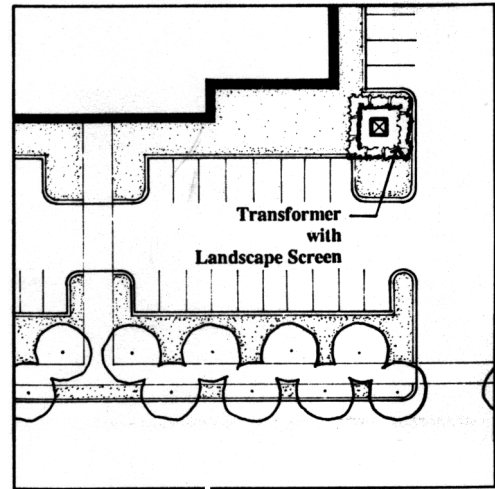
2. Outdoor storage areas should be located at the rear of the site but not adjacent to residential areas. If locating a storage area adjacent to a public street is unavoidable, it should be completely screened. Under no circumstances should the height of the stored materials exceed the height of the screen.
3. Chain link fences should not be used adjacent to residential properties or when visible from the street.
4. Storage design and configuration should comply with the San José Fire Code.

E. UTILITY EQUIPMENT

Utility equipment should not be visible from the street.

1. Utility equipment, such as electrical meters and electrical panels should be located in utility rooms or vented cabinets. If this is not possible, utility equipment should be placed to the rear or side of the building and incorporated into the building and site design. The location and design of utility facilities should be coordinated with utility providers early in the project design to insure the most efficient and least disruptive alternative.

2. Transformers and other utility equipment should not be placed in the front setback area. If this is not possible, they should be completely screened by walls and/or thick landscaping consistent with Pacific Gas and Electric access and screening requirements. They should not obstruct the view of tenant spaces, monument signs, or driveways.
3. All on-site utilities should be undergrounded. Transformers should be placed away from trash and loading areas, consistent with State of California and Pacific Gas and Electric regulations.
4. Undergrounding of utility lines in the public right of way is the responsibility of the project developer. Undergrounding may be accomplished by payment of an in lieu fee to the City based on the length of project street frontage.



4.E.2.: Transformer screened by landscape.

F. MECHANICAL EQUIPMENT

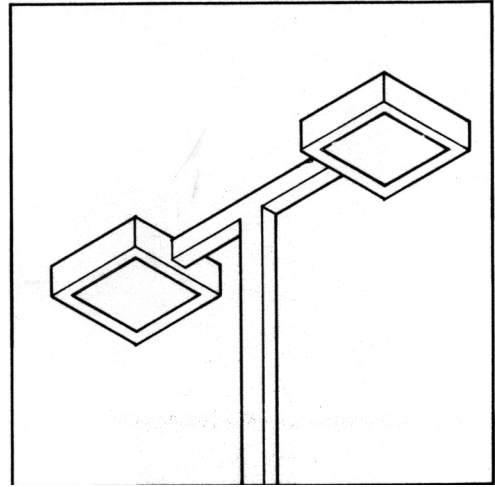
Mechanical equipment should be located and operated in a manner that does not disturb adjacent properties. All equipment should be screened from public view.

1. Mechanical equipment, such as compressors, air conditioners, antennas, pumps, heating and ventilating equipment, emergency generators, chillers, elevator penthouses, water tanks, stand pipes, solar collectors, satellite antenna dishes and communications equipment, should not be visible from public streets or neighboring properties. Visibility should be minimized from nearby higher buildings as much as possible.
2. Mechanical equipment should not be located on the roof of a structure unless the equipment can be hidden by elements that are integrated into the building design. Cellular phone antennas which are consistent with City Policy may be permitted.
3. Mechanical equipment should not be attached to the exterior walls of structures. Ground mounting is appropriate when the equipment can not be placed on the roof.
4. Mechanical equipment should be located and operated in a manner that is not a nuisance for adjacent properties.

G. LIGHTING

Lighting levels should be sufficient for the safety of site occupants and visitors without spilling onto adjacent properties.

1. All vehicle entrances, driveways, parking areas, service areas, walkways and loading areas should be well lit for security and safety.
2. Light fixture heights should not exceed 8 feet when adjacent to residential uses unless the setback of the fixture from property line is twice the height of the fixture. Light fixtures should not exceed 25 feet in height.
3. Parking and vehicular circulation lighting should be Low Pressure Sodium, cut-off type fixtures. Bollard-type lighting for pedestrian activity areas may use other light sources.
4. Lighting fixtures in parking areas should be located to assure adequate light levels without displacing planned trees. Light fixture placement should be shown on landscape plans.
5. Roof lights, wall washes, lighted roof panels and other building illumination should be avoided.



4.G.3.: Use pole mounted light fixtures designed to cut off visibility of low pressure sodium light source.

6. Lighting should be limited to the minimum level and duration necessary for public safety. Levels of illumination for most uses range from 0.5 to 1.5 footcandles of average illumination. Areas of higher or lower illumination should be indicated on project plans.
7. Light fixtures attached to exterior walls of buildings should be compatible with building design.
8. Light sources should not be visible from outside the boundaries of the site.

H. CHILD DAYCARE CENTERS

Developers and tenants of large industrial projects are encouraged to address the potential need generated by these projects for child daycare facilities and services. If daycare centers are located within industrial areas, the following guidelines should be observed:

1. Child daycare centers located on industrial sites should be accessed directly from a public street.
2. Each child daycare center should provide on-site drop off areas for child and parent safety.
3. Child daycare centers should not be located adjacent to nuisance activities, such as those generating excessive noise, dust or fumes.

4. The location of child daycare centers should be reviewed for proximity to hazardous materials. Mitigation measures, such as evacuation plans and building containment, may be required.
5. The City Council Policy on child daycare, which provides guidelines for the development of child day care centers, should be observed.

HAZARDOUS MATERIALS

The storage of hazardous materials should be controlled and located away from the major circulation of the site.

1. There should be an appropriate separation between hazardous materials storage and production facilities as well as between hazardous materials storage and mainline railroad tracks, pursuant to regulations of the National Transportation Safety Board.
2. Evacuation plans should be developed for churches and other non-industrial uses located in proximity to hazardous materials.
3. Development of new industrial uses are subject to the requirements of the Toxic Gas Ordinance and the Hazardous Materials Ordinance administered by the Fire Department.

4. Design consideration should be given to staging areas where hazardous materials are loaded and unloaded to assure containment of spills and provision of maximum safety.

5. Industrial development is encouraged to incorporate design alternatives to reduce non-point source water pollution. Projects may be required to secure NPDES permits from Bay Area Regional Water Quality Control Board.

J. FENCES/SCREENING DEVICES

Fences and other screening devices should be used to preclude unsightly and disagreeable views, such as heavy equipment, service yards and storage areas, from the street.

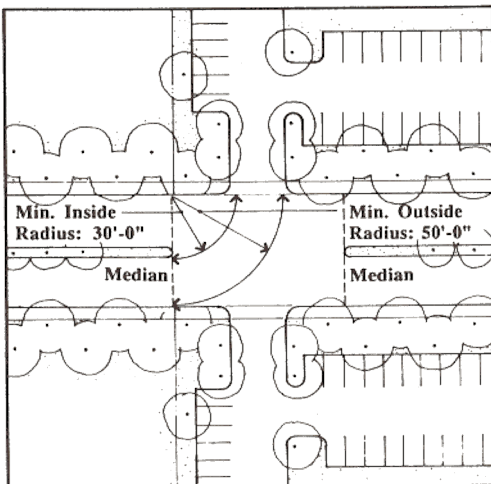
1. Screening devices and fences should be durable, opaque and resistant to weathering and abuse. Fences and walls should be protected from vehicles by curbs. Chain link, reflective, razor wire and barbed wire fences are not appropriate.
2. The style, color and material of screen walls and fences should be compatible with the architectural style of primary structures on the site.
3. The maximum height for screen walls and fences adjacent to public streets and residential or commercial uses should be 7 feet unless additional height is necessary to screen outdoor equipment.
4. Screen walls and fences should always be combined with landscaping. Landscaping should be placed in the setback on the street side of the wall or fence along street frontages.
5. Screening devices and landscaping should not impair the visibility of drivers entering or exiting a project site.
6. The design and placement of screen walls and fences should incorporate measures to prevent graffiti.

A properly functioning parking lot benefits both employees and visitors. Logical parking lot design should allow employees, visitors, pedestrians and deliveries to reach the site, circulation through the parking lot and exit easily from the site.

A. GENERAL

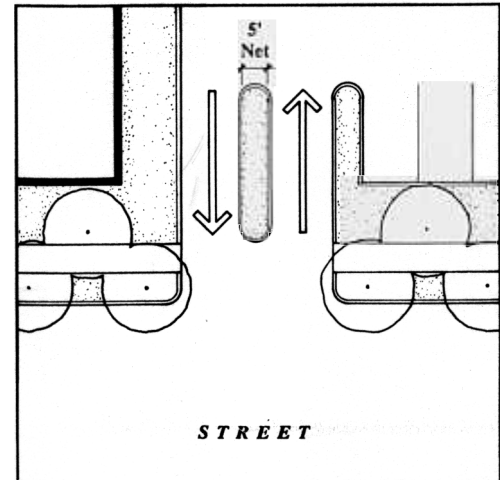
Parking lots should be designed for convenient parking and safe circulation.

1. Exposure of parking lots to public view should be minimized. Visual impacts may be reduced by landscaping, natural topography or berms.
2. Parking lots should be accessed from non-residential streets.
3. Driveways should be coordinated with existing or planned median openings. New driveways should line up with existing driveways on the opposite side of the street and be located as far away from intersections as possible. Circulation should accommodate emergency vehicle access and provide a minimum inside turning radius of 30 feet and outside turning radius of 50 feet.
4. Cooperation between owners of adjoining properties is encouraged in order to share parking, driveways and plazas.
5. The number of entrances and exits should be limited and located to minimize interference with on-street traffic and maximize internal circulation.

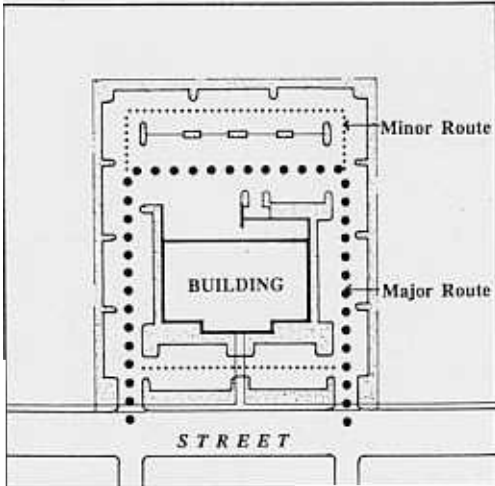


5.A.3.: Coordinate driveways with existing or planned median openings. Medians at street or driveway turns and corners should accommodate emergency vehicles.

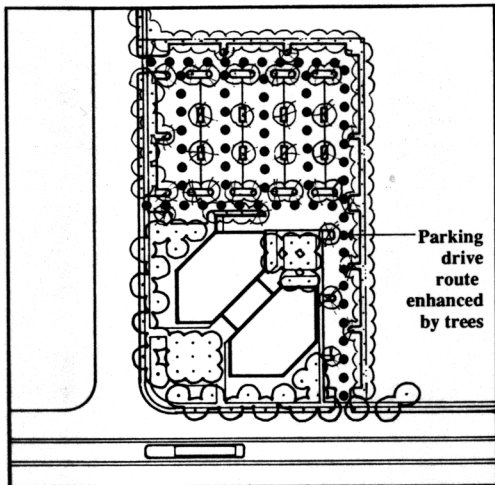
6. Entry drives on larger projects should include a minimum 5 foot landscaped median to separate incoming and outgoing traffic.
7. Gates to parking area should be located and designed to prevent stacking on the street.
8. Two-way drives should have a minimum width of 26 feet clear. One-way drives should have a minimum width of 12 feet clear. One-way drives should only be provided where there are no structures located along the length of the drive, and the staging of emergency vehicles will not be required.
9. At least 25 feet of driveway should be provided between the project entrance measured from the curb to the first parking stall.
10. Screen walls should not be located in areas that block the line of sight for drivers entering, leaving or driving through the site.
11. To facilitate visitor drop off, wider drive aisles should be provided near major building entrances on larger projects.
12. Concrete curbs should be provided at the perimeter of all parking areas.
13. All parking areas should be adequately paved and paint-striped to define spaces and driveways.



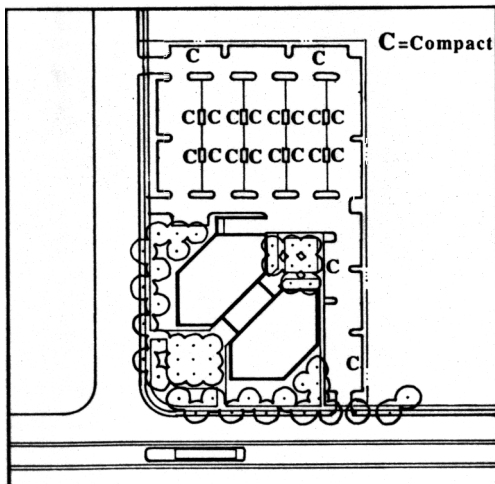
5.A.6.: Use landscaped medians to separate incoming and outgoing traffic.



5.B.1.: Design parking lots with a hierarchy of circulation.



5.B.2.: Use parking lot landscaping to help direct drivers to destinations on the site.



5.B.4.: Distribute compact car spaces evenly throughout parking lots.

B. AUTOMOBILES

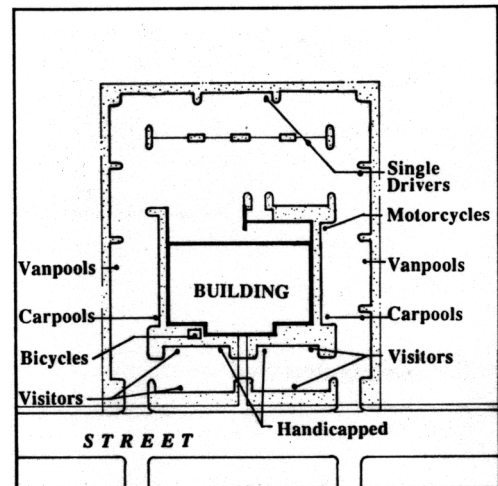
On-site automobile parking and circulation systems should be convenient and readily understandable to users.

1. Parking lots should be designed with a hierarchy of circulation: major access drives with no parking; major circulation drives with little or no parking; and parking aisles with direct access to parking spaces. Vehicles should not back out onto public streets.
2. Parking lots should include landscaping that accents the importance of the driveways from the street, frames the major circulation aisles and highlights pedestrian pathways. Driveways should have visual cues for drivers, including directional signs.
3. Parking space and aisle dimensions must conform with the Zoning Ordinance. Universal parking stalls, dimensioned at 8 1/2 feet by 17 feet, are being considered (pending Zoning Code Revision.) Using this parking stall would replace the ratio for standard and compact spaces.
4. Compact car spaces should be evenly distributed throughout the parking lot and should not be clustered.
5. For buildings with separate tenant entrances, the required parking should be distributed throughout the site for the convenience of employees and visitors.

C. TRANSPORTATION DEMAND MANAGEMENT (TDM)

To reduce the number of people who drive alone, incentives should promote alternate commute solutions. Bus, light rail, carpools and vanpools are encouraged to reduce the impacts on transportation systems. Specific project requirements would be determined by a Congestion Management Program Analysis.

1. The requirements of the City's TDM Ordinance and the Santa Clara County Congestion Management Agency should be implemented. Other TDM strategies can include on-site ATM machines, dry cleaning drop-off and pick-up, and photo finishing.
2. A minimum of 10 percent of parking spaces should be reserved and clearly marked for the exclusive use of carpool/vanpool vehicles.
3. Convenient access to building entrances from carpool/vanpool parking should be provided.
4. The most convenient parking spaces should be prioritized for handicapped persons, visitors, carpool/vanpools and motorcycles.



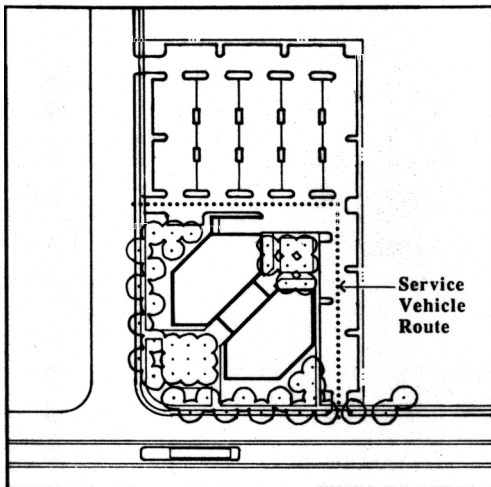
5.C.4.: Organize parking so that the most convenient spaces are allocated first to the handicapped, next to visitors, then carpool/vanpools, motorcycles and last to single drivers.

5. For projects with 50 or more employees, a carpool/vanpool waiting area should be provided. This waiting area should provide visibility for arriving carpool/vanpool vehicles. It should be covered, well lit and located within 50 feet of carpool/vanpool vehicles.
6. One motorcycle and one bicycle parking space should be provided for every 40 automobile parking spaces.

D. TRUCKS

Trucks should have easy access to loading and service areas and should not negatively impact adjoining properties.

1. Service vehicle traffic should be separated from employee and visitor circulation.
2. Separate truck parking areas should be provided when 3 or more trucks are permanently parked on site. These areas should have limited visibility from the street.
3. Loading stalls should not interfere with circulation or parking and should permit trucks to fully maneuver on the property without using a public street.
4. Truck access should use existing or planned median island turn pockets and should be from non-residential streets.

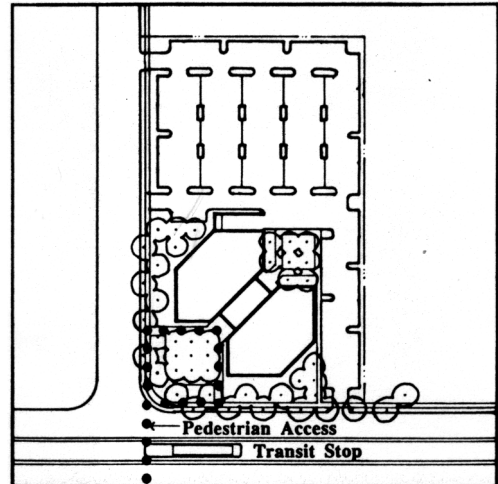


5.D.1.: Provide service vehicle circulation.

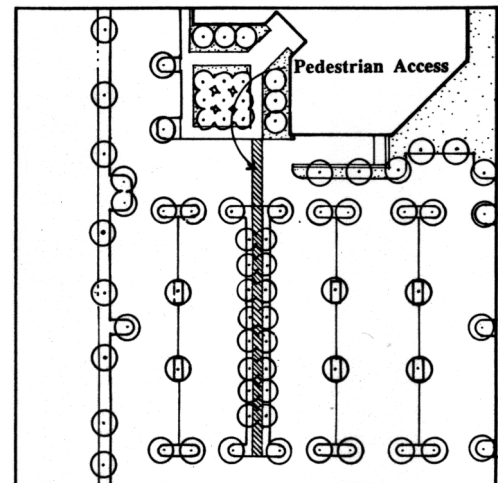
E. PEDESTRIANS/BICYCLISTS

Safe and convenient facilities should be provided for pedestrians and bicyclists in conformance with ADA (Americans with Disabilities Act) Requirements.

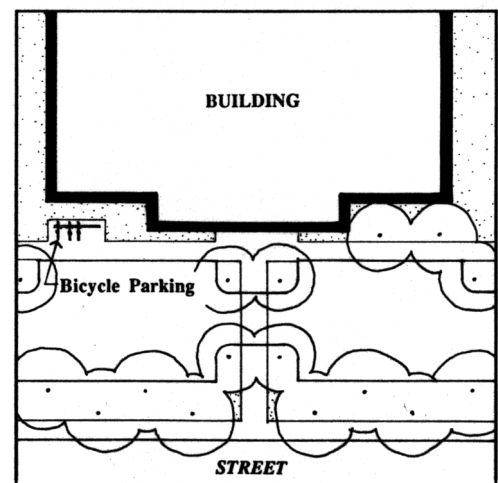
1. Clearly defined pedestrian access should be provided from light rail stations and bus stops to primary building entrances and/or employee entrances to minimize walking distances from transit facilities. In larger projects, pedestrian pathways should be provided through parking areas.
2. Bicycle parking should be provided for all projects and should be centrally located, highly visible and well lit. Bicycle parking is encouraged in the front of buildings, when possible. High quality bicycle racks, lockers, or other protected storage areas are encouraged to avoid bicycle damage and to deter bicycle theft. Projects with 500 or more employees should provide covered bicycle parking.
3. On multiple sites near a light rail station, pleasant and convenient walkways to cross sites and to connect individual buildings are encouraged in order to provide pedestrians the most efficient route to and from the station.



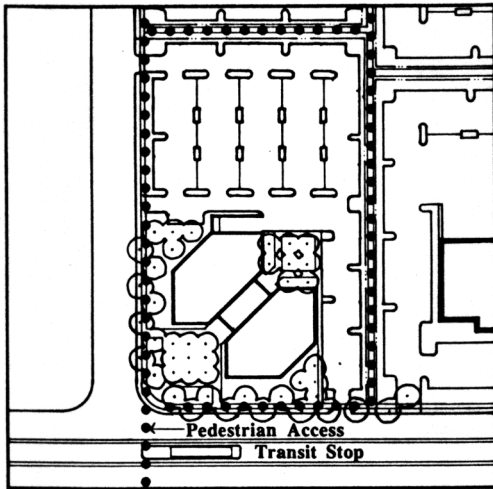
5.E.1.: Orient building entrances toward transit stops.



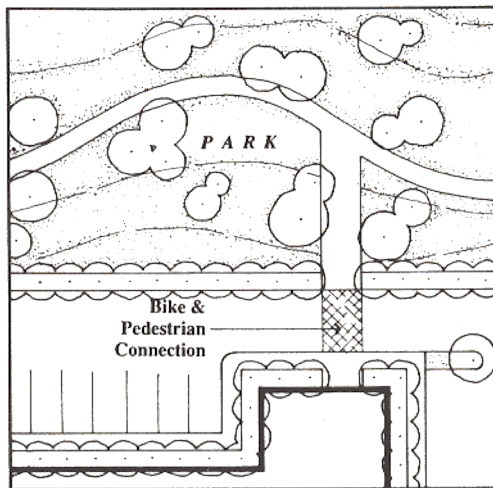
5.E.1.: Provide pedestrian pathways through parking areas in larger projects.



5.E.2.: Provide highly visible, centrally located bicycle parking in the front of buildings.



5.E.5.: Connect pedestrian pathways to provide direct routes between light rail stations and nearby properties.



5.E.8.: Incorporate bicycle and pedestrian connections between project sites and adjacent City or County park lands.

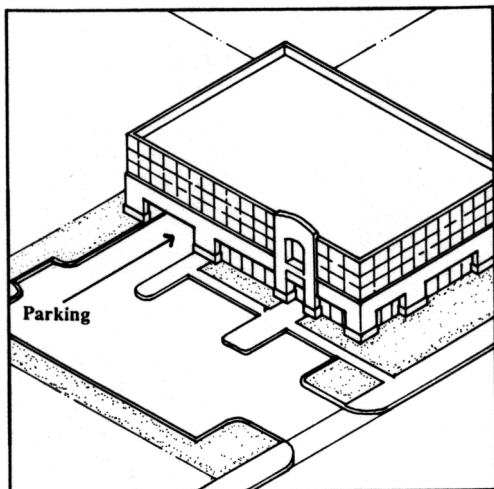
4. Accessibility for disabled persons should be incorporated into the overall pedestrian circulation system. Project design must comply with existing disability access laws and the Americans with Disabilities Act Guidelines.
5. Public sidewalks should be provided along the street perimeter of all sites. On-site pathways should provide convenient access to carpool/vanpool pickup, transit stops, light rail stations and nearby services, such as restaurants, retail establishments and banks.
6. Bicycle paths should be a minimum of 5 to 8 feet wide, with a minimum 10-foot width for regional paths. Bicycle paths should be clearly marked and should be independent of pedestrian paths.
7. Walkways should be designed for exclusive pedestrian use and should be 5 to 8 feet wide. The material, texture and color of walkways should be clearly different from vehicular paving, especially where pedestrian and vehicle circulation cross. Paving materials should provide a smooth, safe surface, and walkways should be well lit. Walkways should be separated from vehicular traffic by landscaping.
8. When developments are adjacent to parks and trails, pedestrian and bicycle connections should be incorporated into the site circulation.

9. Locker rooms with showers are encouraged to satisfy the needs of bicyclists and runners. Lockers also reduce the need for midday vehicular trips.

F. PARKING STRUCTURES

Parking structures should be designed in conjunction with the circulation system and should minimize negative impacts on adjoining properties. The design of parking structures should be compatible with building architecture.

1. Vehicular access to structured parking should be from a major street or the street where primary access to the site occurs.
2. The view of a parking structure from a public street should be minimized by placing its short dimension along the street edge. Parking structures for mixed industrial/commercial projects should locate active uses such as offices or commercial spaces along the ground level of the street frontage.
3. Parking structures should be architecturally consistent with the project and/or surrounding area. Plain, blank wall surfaces should be avoided. Ramped floors should not be visible from the street.



5.F.4.: Enclose grade level parking wholly within the building.

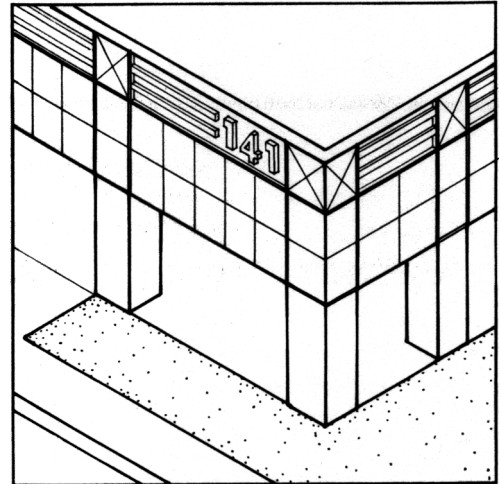
4. Parking at grade level under a building is discouraged unless the parking spaces and aisles are wholly enclosed within the building or wholly screened with walls and landscaped berms.
5. Setbacks for parking structures should match or exceed the setbacks for other on-site buildings.
6. Light fixtures within parking structures should be designed so that the light source is not visible from off-site. Exposed fluorescent tubes are strongly discouraged.
7. Lighting of the top deck of parking structures should be architecturally integrated with the building and should not be mounted on tall poles.
8. Parking structure walls adjacent to residential properties should be sited to preclude the off-site transmission of sound and light.

Signage in industrial areas is primarily used for identification and direction, not for advertising. Signs are part of the architectural embellishment of the building, complementing its materials and colors.

A. GENERAL

Signs and related graphics should be an integral part of the overall building and site design.

1. An overall sign program, containing specific sign criteria, should be created for each project. A master sign program is essential for multi-tenant projects.
2. Sign concepts should be considered early in the design process so that signs and graphics can be integrated into the building architecture. The style, height, size, color, location and material of signs should be consistent with the building design.
3. The size of signs should vary depending on how they are viewed. Signs within pedestrian areas should be located close to eye level and should be smaller than signs which are to be viewed from a moving vehicle. Signs should be simple and easy to read.

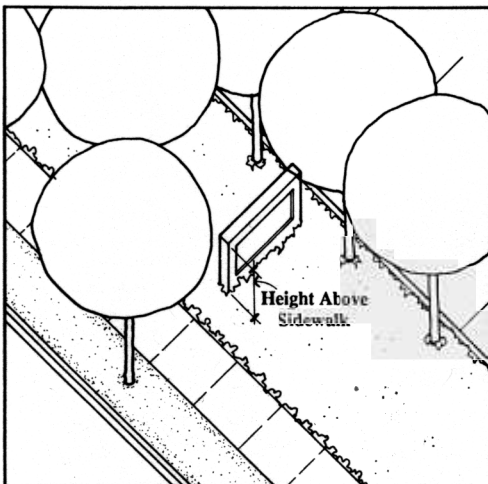


6.A.2.: Incorporate signs into building design.

4. Illumination of individual letters or graphics is preferable to illumination of the sign background. Low intensity lamps should be used to internally illuminate "cabinet" signs. The light source of externally illuminated signs should not be visible.
5. All buildings should display an address, visible from the street where possible.
6. Large attached industrial signs should not be directed toward freeways.

B. DETACHED SIGNS

Detached signs located at the front property line provide identification for projects.



6.B.3. Provide low profile, "monument" signs.

1. Detached signs are appropriate in front of sites with substantial building setbacks and should be located in the front landscape strip to provide visibility from the street.
2. Detached signs are allowed on parcels with a minimum of 100 feet of street frontage. Detached signs are not allowed adjacent to freeways or expressways.
3. A detached sign should be architecturally consistent with buildings and should be on a base as wide as the sign. Low profile, "monument" type signs are encouraged; pole mounted signs are not appropriate.

4. Landscaping should frame, but not obscure, detached signs.
5. The size of detached signs should be related to project size and site frontage.
6. Detached signs for multi-tenant buildings should display the street address and the name of the building or center. It may also identify the product or service. Where appropriate, signs may combine a center name with the names of one or two major tenants. In no case should these signs function as reader boards.
7. Detached sign heights should be referenced from the adjacent sidewalk elevation.

C. ATTACHED SIGNS

Project and business identification is typically provided by signs attached to building faces.

1. The scale and design of attached signs should be consistent with the size and style of the building.
2. Signs should be attached only to vertical surfaces below the eave line or roof line at the parapet, or the finished floor of the third floor, whichever is less. Roof top signs are not allowed.

3. Attached signs should be visible from the street and low enough to be visible under the canopy of mature street and parking lot trees.
4. Provisions should be made in the building design to conceal sign transformers and wiring.
5. Cabinet signs should be an integral design element of the building. Recessing the cabinet into the building and facing the cabinet in a material and/or color which is opaque and similar to the building fascia can achieve design integration.



Since the range of industrial land uses vary, addressing specific types of development is an essential component of the guidelines. Design issues for research and development buildings differ from those applicable to an outdoor construction yard or auto body shop. Each of the six sections promotes functional design for the individual development types.

To apply appropriate design solutions directly to typical industrial uses, the individual characteristics are acknowledged and treated separately. These guidelines are intended both to improve overall design quality and to emphasize the functional needs of each industrial development type.

When a single project includes more than one development type, each part of the project should conform to the guidelines for that type. When industrial uses are combined with commercial uses, such as offices, financial institutions, support retail and restaurants, the City's Commercial Design Guidelines should also be consulted.

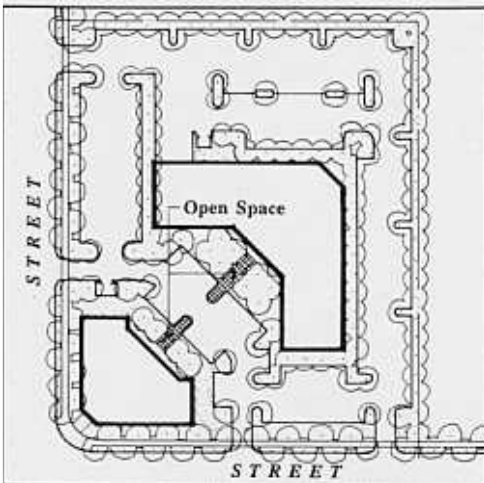
Industrial and commercial uses on the same site should be compatible. Limited truck traffic, minimal storage and more than one tenant are typical of this development category.

A. SETBACKS

Setbacks should conform to the specific zoning requirements for the site and take into account the existing and potential development on adjacent and nearby parcels.

B. SITE ORGANIZATION

1. Site organization should take into consideration the arrangement of buildings, open spaces and landscaping on adjacent sites. When possible, buildings and open spaces should be located for mutual benefit of sunlight, circulation and views.
2. Open spaces at the edge of the site should visually connect with open spaces on adjacent sites. Shared circulation, such as a common entry court or shared driveway and by coordinated or repeated landscape elements are encouraged.
3. Taller buildings should be stepped back from property lines and relate positively to the existing development patterns in the area.



7.B.1.: Locate buildings and open spaces for mutual benefit of sunlight, circulation and views.

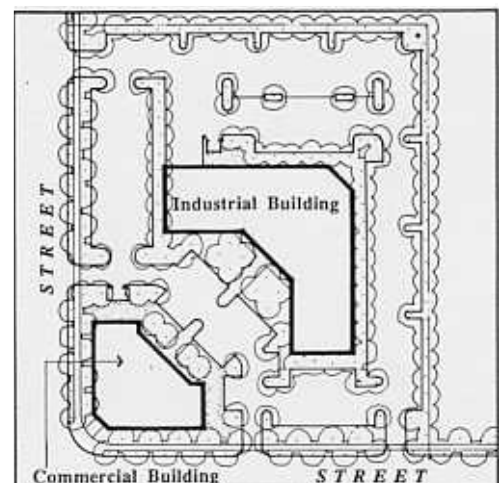


COMBINED INDUSTRIAL AND COMMERCIAL USES

4. If service yards are not possible, loading areas, trash enclosures and electric equipment should be concentrated in one area. Consideration should be given to providing convenient access to tenants and service personnel.

C. BUILDING DESIGN

1. For multi-tenant developments, office and commercial uses should be located in the front of buildings at ground level. Parking in front of the buildings should serve commercial customers. Parking for employees should be located to the side or rear of buildings.
2. A new building should account for orientation of existing buildings on adjacent sites. Buildings with commercial uses should orient to the street and enhance the streetscape. Pedestrian connections should be provided from the street and between all buildings on a site.
3. Commercial uses in industrial zones are subject to specific regulations and conditions identified in the City Zoning ordinance. In addition drive-thru uses are discouraged.



7.C.2.: Orient commercial uses to the street. Respect the orientation of existing buildings on adjacent sites.



D. SIGNS

Attached and detached signs should conform to the requirements of the zoning for the property and be compatible with neighboring properties and the general area.

- 1 A master sign program should govern all multi-tenant projects, and include provisions to identify buildings and addresses.

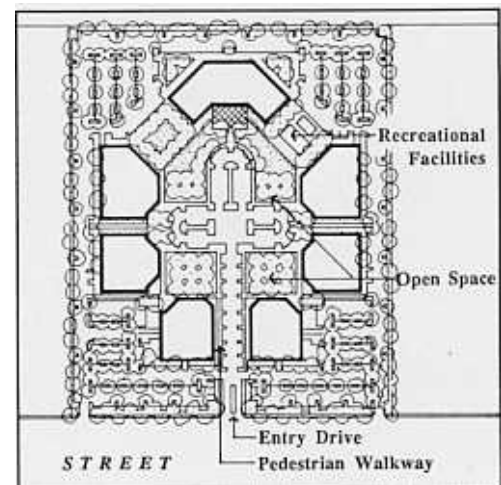
The appearance of open space is the primary characteristic of this development type. Any natural features on the site should be maintained and substantial landscaping should be added to the site. Industrial complexes and campus industrial sites may employ large numbers of people. Therefore, site amenities are an important part of site design. Increased pedestrian and automobile traffic warrant sensitive circulation systems as well as ample landscaping for parking areas.

A. SETBACKS

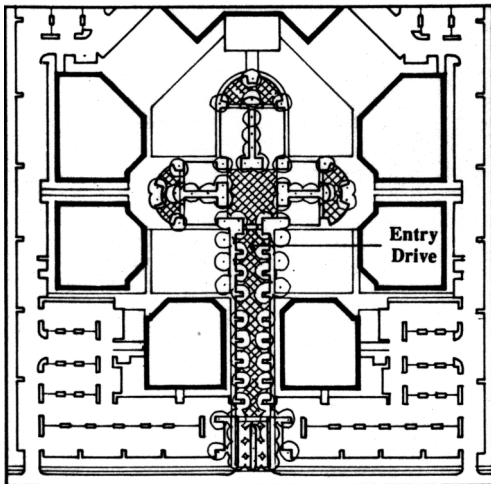
Setbacks should conform to the specific zoning requirements for the site and take into account existing and potential development on adjacent properties and the general area.

B. SITE ORGANIZATION

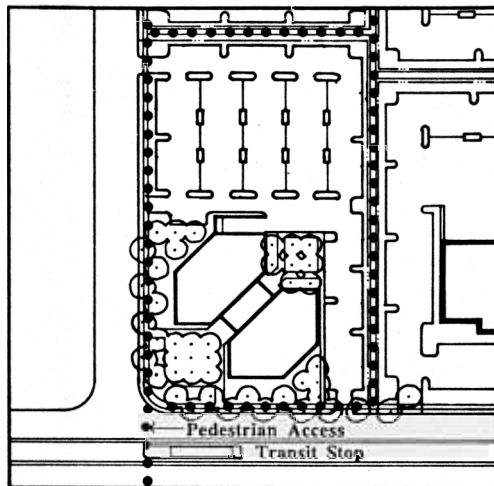
1. Industrial complexes and campus industrial projects should be designed to create a park like environment. However, project proposals must conform to city policies such as the North San José Area Development Policy and the Zoning Ordinance.
2. A comprehensive landscape scheme should be provided for project sites. Landscape plans should include entry-drive treatments, outdoor seating, pedestrian walkways and other site amenities.



8.B.2.: Include site amenities in landscape plans.



8.B.3.: Provide special landscape treatment project entrances.

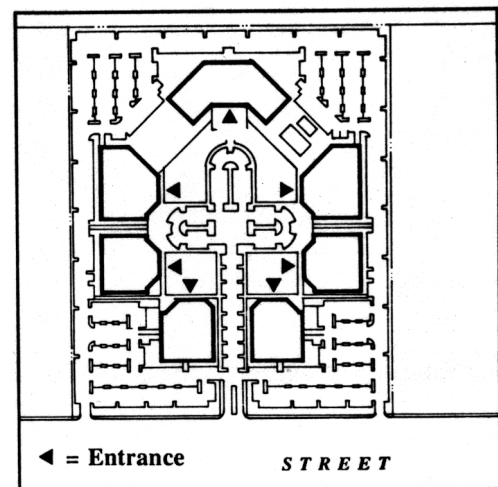


8.B.5.: Provide pedestrian walkways to connect the site to transit stations.

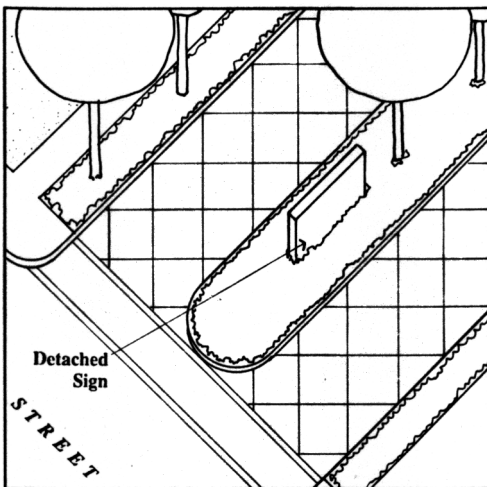
3. Project entrances should receive special landscape and architectural treatment to be pleasant and inviting as well as to enhance the streetscape.
4. Pedestrian walkways to connect public streets with on-site buildings and parking areas should be included in all projects. Walkways would also comply with the requirements of the Americans With Disabilities Act.
5. If located near a transit station, pedestrian walkways should connect the site to the station.
6. Driveway entrances to the site should be sufficient to avoid cars stacking on public streets.
7. Internal one way driveways should be limited to reduce on-site traffic congestion and confusion.
8. Loading areas should be combined with service yards and located between buildings, in the center or at the rear of sites. Alternate locations may be appropriate if tenant convenience is improved.
9. New projects should account for existing setbacks in the area and may establish new setback patterns in transitional neighborhoods.

C. BUILDING DESIGN

1. A comprehensive, high quality architectural scheme should be used for individual projects. No structure within a site should be exempt from conforming to the scheme. The overall design scheme for a large site may differ substantially from other adjacent sites. However, the overall quality of design and execution should be comparable.
2. Landscaping around the perimeter of buildings should enhance building design. Architectural attributes of buildings should not be obscured by landscaping.
3. Buildings on the same site intended for a single user should have either an internal or an external orientation. The front of one building should not face the rear of another.
4. Multi-building complexes that are built on a speculative basis should be designed to function for both single users as well as multiple tenants.



- 8.C.3.: Provide either an internal or external building orientation. Avoid facing the front of one building to the back of other buildings. Particularly for single user complexes.



8.D.1.: Incorporate monument signs into the site entrance, using the same materials as the buildings.

D. SIGNS

Attached and detached signs should conform to the requirements of the zoning for the property and be compatible with neighboring properties and the general area.

Detached monument signs should be incorporated into site entrance landscape areas and should use the same materials as the buildings.

2. Attached signs should be integrated into the building design.
3. A master sign program should govern all signs on a site.
4. Provisions for "Business Park" monument signs will be considered based on current zoning code requirements and adopted City policy.

Incubator developments typically have several tenants. To satisfy customer orientation, high visibility, easy access and adjacent parking are primary requirements for individual tenants.

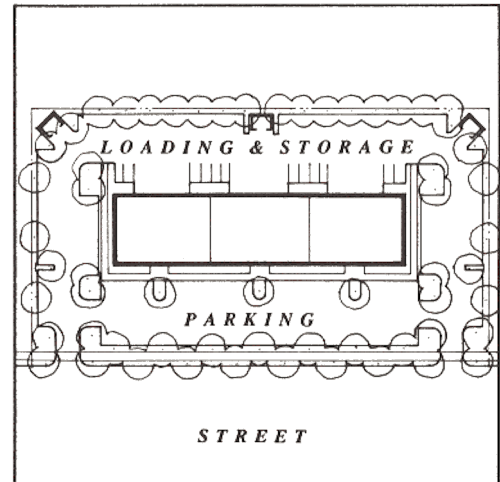
A. SETBACKS

Setbacks should conform to the specific zoning requirements for the site and take into account the existing and potential development of adjacent properties and the general area.

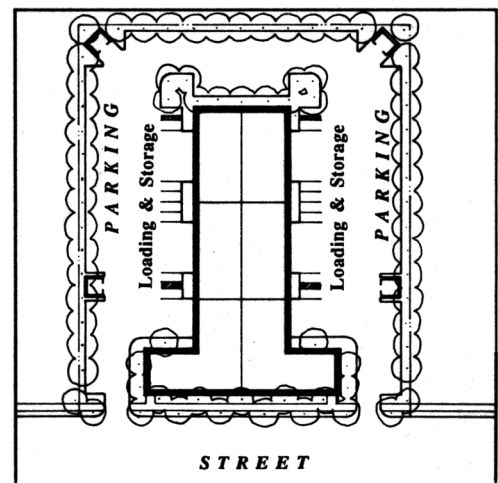
B. SITE ORGANIZATION

Parking areas may be located to the front, sides or rear of buildings, however, loading/vehicle access doors should be located to the rear or side of buildings, if adequately screened. A clear 10' x 18' loading zone should be located in front of all loading/vehicle access doors to avoid blocking drive-ways.

- In multi-building projects, front entrances to buildings should face each other so rows of parking spaces may be placed between them. Building rears and loading/vehicle access doors should face each other, not the front of an adjacent building.



9.B.1.: Locate parking areas in front or along the sides of buildings, with loading doors to the rear.



9.B.1.: Locate parking areas in front or along the sides of buildings, with loading doors to the rear.



3. Perimeter and street landscaping should not block the visibility of individual tenants from the street.
4. Trash/recycle areas should be centralized and sufficiently screened.

C. BUILDING DESIGN

1. Front facades along public streets should be well designed and provide an interesting statement. Changes in wall planes and height as well as varied use of windows, arcades, materials and roof elements are encouraged.
2. On corner lots, buildings should take advantage of visibility by providing tenant frontage on both streets.

D. SIGNS

Attached and detached signs should conform to the requirements of the zoning for the property and be compatible with neighboring properties and the general area.

1. Low detached monument signs are encouraged with no more than four tenant identifications.
2. A master sign program should govern all multi-tenant projects.

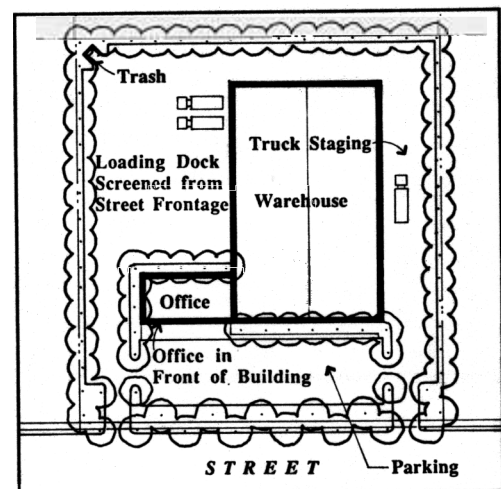
Warehouse uses typically require large, rectangular buildings and are generally land intensive. Truck traffic and loading are primary on-site activities. It is essential that sites have adequate loading areas and driveways for truck maneuvering. Because there are fewer employees than other industrial uses, the parking demand is lower. Appropriate sites are usually located near major highways and railroads.

A. SETBACKS

Setbacks should conform to the specific zoning requirements for the site and be compatible with adjacent properties and the general area.

B. SITE ORGANIZATION

1. Site visibility is not a requirement for most warehouses. A deep lot with minimum street frontage can adequately accommodate warehouse uses.
2. Warehouse offices should be in the front of buildings, with adjacent employee parking. Loading docks and loading/vehicle access doors should be located on the sides or rear of buildings to limit visibility from streets, expressways or freeways.
3. If the site has railroad access, loading areas should be parallel to the rail lines. Whenever possible, buildings should screen rail lines and loading activities.

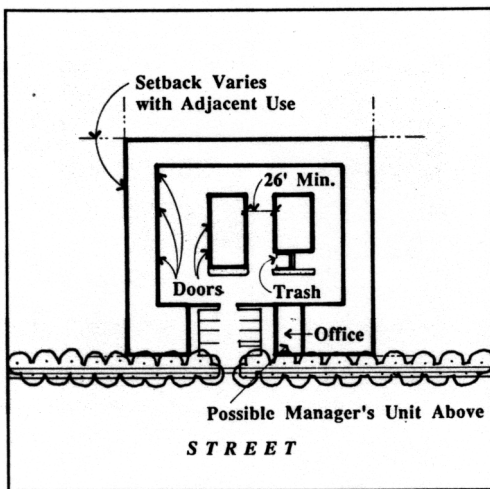


10.B.2.: Locate warehouse offices in front of buildings, with loading and service areas at the sides or rear and not visible from the street.

4. Truck maneuvering areas should have a minimum depth of 85 feet for small trucks and 130 feet for tractor trailers.
5. Internal landscaping is necessary for major parking lots only. Internal landscaping adjacent to buildings is only necessary along street frontages.
6. All vehicle circulation and maneuvering should occur on-site and not use public streets.

C. BUILDING DESIGN

1. Loading docks should be adequately screened from public streets, expressways and freeways. Appropriate screens include building projections and masonry walls.
2. Rectangular shaped buildings are encouraged, with the shorter building side oriented parallel to the street to reduce the view of a long, narrow building.
3. For self-serve storage uses, buildings should wrap around the front and the sides of the site to create an internal courtyard. Loading/vehicle access doors should face the courtyard and not streets, expressways or freeways.



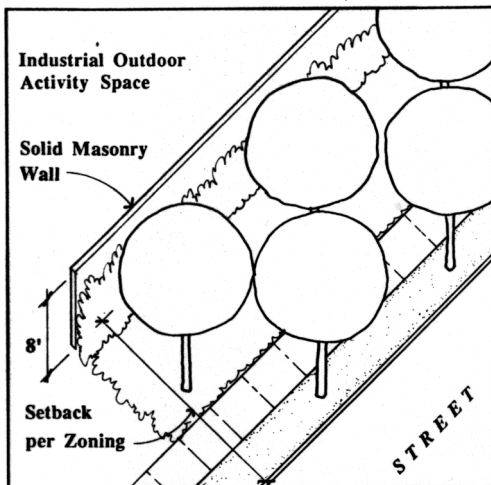
10.C.3.: Provide an internal site orientation for self-serve storage.

4. Self-serve storage buildings visible from street should be architecturally treated to break up the box-like appearance. Landscaping adjacent to buildings should enhance these visible, but unused, spaces.

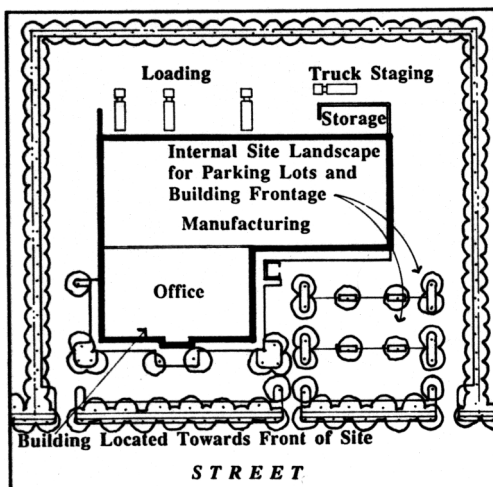
D. SIGNS

Attached and detached signs should conform to the requirements of the zoning for the property and be compatible with neighboring properties and the general area.

Heavy industries should be confined to areas where similar development already exists. The impacts of these uses on their surroundings should be reduced as much as possible through site design. This type of development usually houses a single user. Outdoor activities and a large number of employees typify this industrial use.



11.B.2.: Provide masonry walls and dense landscape strips with tall trees for projects with outdoor activities.



11.B.3.: Locate buildings in the front of the site, with other functions in the rear.

A. SETBACKS

Setbacks should conform to the specific zoning requirements for the site and be compatible with adjacent properties and the general area.

B. SITE ORGANIZATION

1. Outdoor activities and equipment areas should be internalized as much as possible.
2. For projects with outdoor activities, a minimum 8 foot high, fence should be provided for all sides of the project visible from the street. The fence should be constructed of concrete masonry, metal or in limited instances wood. A dense landscaping strip, including tall trees, should be provided along the street side of the wall.
3. Buildings should be located in the front of the site, with other functions located in the rear.



MANUFACTURING, PROCESSING AND RECYCLING

4. Internal site landscaping is only necessary for major parking lots. External site landscaping need only be provided along street frontages.
5. Perimeter landscaping for the sides and rear of the site should be at least five (5) feet inside the fence. Landscaping for the front should be a minimum of fifteen (15) feet outside the fence. The provision for landscape at the sides and rear of sites may be waived if adjacent uses are heavy industrial in nature and are anticipated to remain as such.
6. Projects that treat or store hazardous materials should comply with the requirements of the City's Hazardous Material Ordinance, the San José Fire Code, the Building Code and the City's Toxic Gas Ordinance. A minimum of 2000 feet should be provided between these facilities and residential uses.
7. All surface and elevated outdoor equipment should be screened from off-site view.
8. Recycling uses should comply with the requirements of the zoning district.
9. All areas used for outdoor activity should be paved with concrete or asphalt to control dust and provide appropriate drainage.



C. BUILDING DESIGN

1. The size, style, material, and color of buildings should be subdued and appropriate to their function.
2. Building elevations and landscaping visible from public streets and adjacent properties should be well maintained.
3. Prefabricated metal and other plain utilitarian looking buildings are discouraged.
4. Measures to reduce dust and other particulate pollution must be provided for equipment/machinery.
5. Pipes and other equipment attached to visible building elevations should be painted the same color as the building.

D. SIGNS

Attached and detached signs should conform to the requirements of the zoning for the property and be compatible with neighboring properties and the general area.

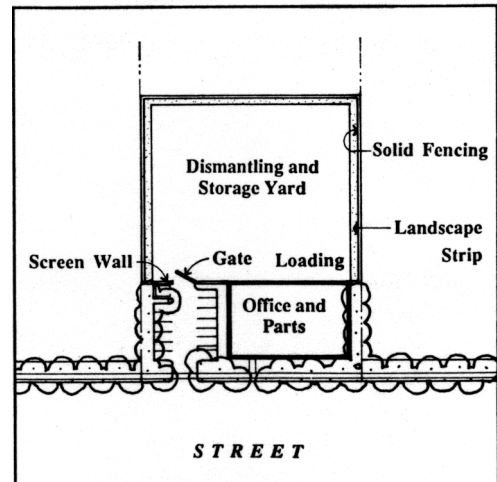
Auto repair and dismantling businesses pose a challenge to the urban landscape. Generally these uses require large outdoor areas for storage. Screening these uses from the street and off-site view is essential. Substantial landscaping in the front setback area and solid 8-foot high masonry walls are appropriate screening solutions.

A. SETBACKS

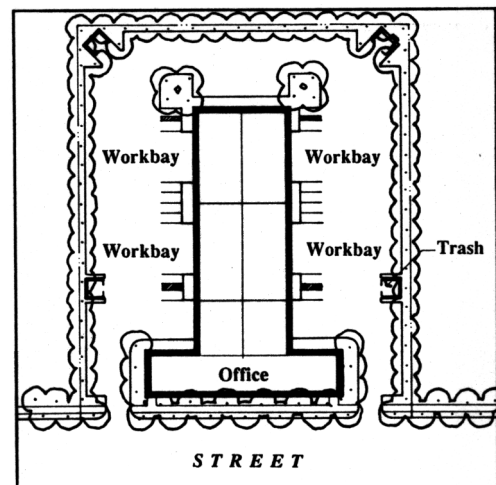
Setbacks should conform to the specific zoning requirements for the site and be compatible with adjacent properties and the general area.

B. SITE ORGANIZATION

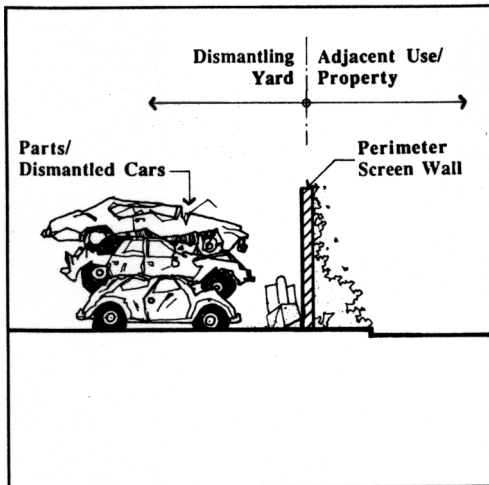
1. Site orientation should be internal. Any public view into the project site is discouraged.
2. All workbays, repair and service areas should be completely screened from public view by solid walls and landscaping.
3. Dismantled cars and parts should not be stored outside the perimeter wall. Stacked cars and parts should not be visible above the top of the screen wall.
4. Adequate parking should be provided for each workbay, as required by the City's Zoning Ordinance.
5. Quick-service auto repair facilities should provide adequate stacking areas on-site to preclude interference with other activities and with traffic on public streets.



12.B.1.: Provide internal site orientation.



12.B.2.: Screen workbays and repair and service areas completely from public view by solid walls and landscaping.



12.B.3.: Avoid visibility of dismantled cars and parts above the top of screen walls.

6. Vehicle and parts storage areas and auto dismantling areas should be separated from off-street parking provided for employees and customers.
7. Offices should be a permanent structure; no trailers or other temporary structures are allowed. The office should include comfort facilities for the site.
8. A seven to eight foot high fence is required around the perimeter of the property. The fence should be constructed of concrete masonry, metal, or in limited instances solid wood.
9. Auto dismantling areas should be paved with treated concrete to create an impervious surface.
10. A six inch raised concrete curb is necessary around the perimeter of dismantling areas.
11. Perimeter landscaping should include shrubs and trees that are between ten and fifteen (10' & 15') feet in height when planted. They should be maintained by an automatic irrigation system.

12. Perimeter landscaping for the sides and rear of the site should be at least five (5) feet inside the fence. Landscaping for the front should be a minimum of fifteen (15) feet outside the fence. The provision for landscape at the sides and rear of sites may be waived if adjacent uses are heavy industrial in nature and are anticipated to remain as such.
13. Internal catch basins are required and should be constructed to the specifications of the City's Department of Public Works.

C. BUILDING DESIGN

1. Visible building elevations should have acceptable design quality, material and color.
2. Office entrances should face the most prominent street frontage.

D. SIGNS

Attached and detached signs should conform to the requirements of the zoning for the property and be compatible with neighboring properties and the general area.



**City of San José
Department of City Planning**

Carol Anne Painter, Principal Planner

Ray Hashimoto, Senior Planner

Lee Carrillo, Planner II

City of San José Redevelopment Agency

Leslie Parks, Senior Development Officer

Mary Stokes, Development Officer

Consultants

**Cottong & Taniguchi, Landscape Architects
Burlingame • San José**