

# INDUSTRIAL DESIGN GUIDELINES

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## **INTRODUCTION**

GILROY WISHES TO ATTRACT HIGH QUALITY INDUSTRIAL LAND USES. THESE GUIDELINES PROVIDE A RANGE OF IDEAS, WHICH SHOULD BE CONSIDERED DURING THE DESIGN PHASES OF AN INDUSTRIAL PROJECT. THE CITY DESIRES TO ENCOURAGE CREATIVE INDUSTRIAL DESIGN WHICH WILL ADD BEAUTY TO THE CITY, AS WELL AS PROVIDE FUNCTIONAL DEVELOPMENT TO MEET THE NEEDS OF THE USER. THE GUIDELINES WILL SPEED UP THE DEVELOPMENT PROCESS. IN ESTABLISHED INDUSTRIAL AREAS, THESE GUIDELINES SHOULD BE LIBERALLY INTERPRETED IN ORDER TO UPGRADE THOSE AREAS WITHOUT CAUSING HARDSHIP.

## **SCALE**

SCALE IS THE MEASURE OF THE RELATIONSHIP OF THE RELATIVE OVERALL SIZE OF ONE STRUCTURE TO OTHER ADJACENT STRUCTURES. A STRUCTURE, WHICH DOMINATES ITS ENVIRONMENT EITHER BY ITS RELATIVE SIZE OR BY ITS ACTIVITY AND FUNCTION IS CONSIDERED “OUT OF SCALE” WITH ITS SURROUNDINGS. DIFFERENCE IN SCALE CAN BE TOLERATED IF THAT DIFFERENCE ITSELF IS NOT DETRIMENTAL TO THE QUALITY OF LIFE IN THAT ENVIRONMENT OR NEIGHBORHOOD. PARTICULARLY SENSITIVE IS THE INNATE SCALE DIFFERENCE BETWEEN INDUSTRIAL AND ADJACENT RESIDENTIAL USES. THE ARCHITECTURAL DESIGN AND SITING OF INDUSTRIAL STRUCTURES MUST CONSIDER THEIR RELATIONSHIP TO THE ADJACENT NEIGHBORHOOD. DOMINATION BY MASSIVE STRUCTURES THAT OVERPOWER THE SURROUNDINGS BY THEIR SIZE AND THAT DENY PRIVACY AND DIMINISH SAFETY BY THEIR INTENSIVE USE MUST BE AVOIDED.

## **MIXED USE NEIGHBORHOODS**

In neighborhood where industrial uses are interspersed with residential uses, the differences in height and setbacks should be landscaped. Intensity of industrial use should not generate traffic or noise at an incompatible level.

## **INDUSTRIAL AREAS ADJACENT TO RESIDENTIAL NEIGHBORHOODS**

Where an industrial neighborhood abuts a residential area, there must not be a drastic and abrupt scale change. The transition from residential to industrial should be gradual starting with smaller, less intense uses near the residential with the largest and most intense uses farthest away from the residential.

## **SETBACKS**

STRUCTURES AND ACTIVITIES ARE PART OF A TOTAL NEIGHBORHOOD. SETBACKS ARE USED TO ORGANIZE BUILDINGS AND ACTIVITIES ON THE SITE SO THAT THE LAND USE WILL HAVE A BENEFICIAL IMPACT ON THE ENTIRE INDUSTRIAL NEIGHBORHOOD.

## **PROPERTY SEPARATION**

Structures should not crowd the site edges, however zero lot line setbacks will be allowed where they do not impair the quality of life for adjacent properties. By separating structures from one another, privacy is increased, light and air is allowed to adjoining properties, and overcrowding is avoided. Especially critical where mixed uses exist in mixed land use neighborhoods, setbacks should conform to the average setback of adjacent properties.

## **STREETSCAPE**

Well landscaped industrial areas create a high level of urban design that attracts innovative and high quality industry. Newer industrial areas which have larger tracts of land will have landscaped frontages and side yard areas which work together to provide a green streetscape within the industrial area. In older, largely built out industrial areas where parcels are smaller and setbacks are minimal, care should be taken that the buildings do not crowd the street and that some landscaping is provided to ease the transition from street to building.

## **FENCING**

FENCING IS A POSITIVE ELEMENT OF THE SITE PLAN WHICH COMPLEMENTS THE BUILDING'S ARCHITECTURE AND BLENDS WITH PERIMETER LANDSCAPING. FENCING IS USED TO MARK THE INDUSTRIAL SITE'S BOUNDARIES, PROVIDE FOR SECURITY AND SOUND ATTENUATION, SEPARATE FUNCTIONAL AREAS AND SCREEN UNSIGHTLY NUISANCES.

Security fences should blend in with the site's architecture.

Where fencing is used at property frontages, it should enhance the entrance to the property, complement the building's architecture and should not impair traffic safety by obscuring views.

Where conflicting site activities are adjacent to each other, fences and walls can be used as activity separators.

Long expanses of exposed fence or wall surfaces should be architecturally designed and/or landscaped to prevent monotony.

## **CIRCULATION**

NOT ONLY SHOULD THE INDUSTRIAL SITE BE WELL SERVED BY FREEWAYS, ARTERIALS, ADEQUATE COLLECTOR STREET SYSTEMS, BICYCLE PATHS, AND PEDESTRIAN ACCESS SYSTEMS, BUT THE SITE ITSELF SHOULD BE EASILY ACCESSED FROM THE STREET. THE SITE SHOULD PROVIDE FOR SMOOTH HANDLING OF ITS OWN CIRCULATION NEEDS WITH ADEQUATE ENTRANCES, EXITS, LOADING FACILITIES, AND WELL PLACED PARKING.

## **SITE ACCESS**

The industrial site must have sufficient entrances and exits to allow for the safe movement of traffic to and from the site. Entrances and exits shall be placed to minimize interference with off-site circulation patterns. Adequate provisions must be made for emergency vehicle access.

## **ON-SITE CIRCULATION**

The site should be organized so that there can be a free flow of vehicles in and out of the site as well as easy access to the various activity areas. Loading and parking areas should be separated. Space for stacking of vehicles waiting to load and unload is necessary.

## **PEDESTRIAN CIRCULATION**

Public transportation services to industrial areas will be encouraged by providing bus stops, bus cutouts, and bus shelters. Pathways should be provided in industrial areas to assure that pedestrians can move safely both on and between properties within the industrial neighborhood.

## **BICYCLE CIRCULATION**

The use of bicycles will be encouraged by providing separation of traffic between cars and bicycles and bike racks for parking. A bicycle path plan should be included in the preliminary circulation plan to make sure of full consideration of the needs of bicycle transportation.

## **LANDSCAPING**

LANDSCAPING PROVIDES A PLEASANT ATMOSPHERE BY MAKING THE SITE COMFORTABLE AND DESIRABLE. LANDSCAPING HELPS SHAPE THE SITE AND PROVIDES CLIMATE CONTROL OF THE SITE PLAN AND NOT MERELY A TREATMENT FOR LEFTOVER SPACE. THE SPECIFIC AMOUNTS OF THE LANDSCAPING AND TYPES ARE DEPENDENT UPON WHAT IS ALREADY PRESENT IN THE AREA AND THE LANDSCAPING NEEDS OF THE SPECIFIC SITE DESIGN. GENERALLY, LANDSCAPING SHOULD AT LEAST EQUAL SURROUNDING LANDSCAPING IN NEWER INDUSTRIAL AREAS AND TEND TOWARDS UPGRADING OLDER AREAS.

## **SITE ORGANIZATION**

Landscaping can define areas by helping to focus on entrances, exits, loading areas, parking lots, define the edges of various land uses and provide transition between neighboring properties.

## **MICROCLIMATE CONTROL**

Landscaping can help modify wind, heat, cold and moisture. Parking lots and patios can cool in the summer and warm in the winter by using deciduous trees. Building interiors can have modified climates with similar techniques.

## **SCREENING**

Landscaping can be used effectively to screen parking and loading areas from roadways. At the same time, the landscaped roadway provides a pleasant driving experience. In addition, landscaping can also be used effectively to screen from public view storage areas, trash containers, utility equipment, etc...

## **SURFACE TREATMENT**

As surface treatment adjacent to building walls, landscaping can soften the edge between the parking lot and the structure. This landscaped space should complement the architectural forms of the building, providing a pleasant green space.

## **STANDARDS FOR LANDSCAPING**

Landscaped areas should be at least 5' wide. Where automobile bumpers overhang, into landscaped strips, there must be a minimum of 3' of growing area outside of the 2' bumper overhang. Drought tolerant planting which requires little irrigation, is encouraged. The fronts of all industrial sites as well as exposed side and rear lot lines should be landscaped. Irrigation systems which result in minimum runoff and evaporation are encouraged. Buildings and developments visible from U.S. 101 should be screened from view with dense landscaping.

## **LOADING**

THE LOADING AND UNLOADING OF GOODS FROM TRUCKS AND RAIL FACILITIES IS AN INTEGRAL FUNCTION OF THE INDUSTRIAL SITE. IT IS TRADITIONALLY LOCATED AT THE REAR OF BUILDINGS AND IS NORMALLY ASSOCIATED WITH OUTDOOR STORAGE OF GOODS AND TRUCK PARKING. LOADING DOCK AREAS SHOULD BE LOCATED WHERE THEY CAN FUNCTION EFFICIENTLY WITHOUT DETRACTING FROM THE AESTHETICS OF THE INDUSTRIAL STRUCTURE.

## **LOCATION OF LOADING FACILITIES**

To alleviate the unsightly appearance of loading facilities for industrial uses, these facilities should not be located at the front of structures. When it is not possible to locate loading facilities at the rear of the building, loading docks and loading doors should not dominate the frontage. The docks should be screened from the street by landscaping and offset from driveway openings. The industrial site should be a self contained unit capable of handling its own parking needs, the use of the public street for parking and staging of trucks awaiting loading is unsightly and unsafe.

## **PARKING**

THE INDUSTRIAL LAND USE GENERATES A NEED FOR CUSTOMER, EMPLOYEE AND TRUCK PARKING. EACH SITE IS EXPECTED TO PROVIDE ADEQUATE SPACE TO HANDLE ITS PARKING DEMAND. PARKING CAN BE INTEGRATED WITH LANDSCAPED SETBACKS SO THAT PARKING AREAS DO NOT DETRACT FROM THE AESTHETICS OF THE INDUSTRIAL SITE.

## **LOCATION**

Parking areas should be easily accessed from the street so that circulation to parking areas does not interfere with other site activities. Visitor parking should be located at the entrance of the building and clearly marked. Automobile parking shall be separated from loading areas and truck parking areas. Parking areas should be screened from public streets by means of landscaping, walls, soil berms, etc. Adequate on-site staging areas shall be supplied for trucks waiting to unload.

## **STANDARDS FOR PARKING**

Compact car parking, requiring smaller spaces, can be allowed in specific instances and will be reviewed on a case by case basis. Handicapped parking spaces shall be provided in all industrial developments at convenient locations. Pedestrian access from the parking areas to structures must be integrated into the site design. A secure parking area for bicycles should be provided. Parking areas and placement of bumper stops should be designed to facilitate sweeping operations and eliminate trash buildup.

## **GRADING & DRAINAGE**

GRADING AND DRAINAGE ARE ENGINEERING ASPECTS OF INDUSTRIAL SITE DEVELOPMENT WHICH CAN HAVE FAR REACHING IMPLICATIONS ON THE EFFICIENCY AND AESTHETIC QUALITIES OF THE SITE. CREATIVE GRADING CAN DO MUCH TO ENHANCE THE ARCHITECTURE, SCREEN NUISANCES AND HELP PROVIDE FOR THE PRIVACY OF ADJOINING USES.

### **DRAINAGE/GRADING**

The industrial site should drain adequately to off-site collectors without interfering with adjacent properties. In order to protect privacy to residential properties, it is especially critical that industrial sites are not higher than adjacent residential properties. Grading can be used to reduce building scale and to screen parking and loading facilities.

## **LIGHTING**

OUTSIDE LIGHTING OF THE INDUSTRIAL SITE SHOULD ENHANCE THE AESTHETICS OF THE SITE AND THE ARCHITECTURAL QUALITIES OF ITS STRUCTURES.

### **OPERATIONAL EFFICIENCY**

Lighting should be placed where it can best aid in illuminating activity areas. The site should not be over-lit.

### **SECURITY**

As a security device, lighting should be adequate but not overly bright. Tall lights should be avoided.

### **STANDARDS FOR LIGHTING**

Lights should be integrated within the architectural design for the buildings. Light sources (light bulbs) should not be visible. They should be shielded to reflect down onto the ground and not out into streets or neighboring property. If night activity is expected, there should be lighting at entrances for definition of pedestrian ways.

## **MISCELLANEOUS**

UTILITY CONNECTIONS SHOULD BE PLANNED TO COORDINATE WITH ARCHITECTURAL ELEMENTS OF THE SITE SO AS NOT TO BE A VISUAL NUISANCE.

## **UTILITY SERVICE**

Power lines must be underground.

Early contact with the electric company is encouraged so that pad-mounted transformers can be integrated into the site plan. All pad fixtures and meters should be shown on the site plan. The necessity for utility connections, meter boxes, etc., should be recognized and integrated within the architectural design of the buildings.

**CONSIDERATION OF POTENTIAL NUISANCES IS PART OF THE DESIGN AND PLANNING PROCESS AND CAN BE MITIGATED BY VARIOUS DESIGN METHODS.**

## **NUISANCE**

Odors from industrial uses should be mitigated by existing technology, so that odors or chemical discharges will not harm surrounding uses. Site generated noise should be controlled so as not to adversely affect adjacent properties. Site design considerations should include the location of trash enclosures so that they will be adequately screened from public view. Such facilities should be located to minimize noise and odor impacts on adjacent properties. On-site functions should take place in planned areas and not spill over into undesignated areas. For instance, unloading and storage of goods should not take place in automobile parking areas.

**EXTERIOR SUPPORT EQUIPMENT SHOULD NOT ONLY HAVE A GOOD FUNCTIONAL PLACEMENT, BUT SHALL ALSO BE LOCATED WHERE IT CAN BEST INTEGRATE WITH THE BUILDING'S ARCHITECTURE. PROPER INTEGRATION ALLOWS FOR A CLEAN, NEAT BUILDING AND AN UNCLUTTERED INDUSTRIAL SITE.**

## **EQUIPMENT LOCATION**

Outdoor equipment (including roof equipment) should not be visible from adjacent areas.

**STORAGE FACILITIES AND THEIR EXPANSION SHOULD BE CONSIDERED DURING THE SITE DESIGN STAGE IN ORDER TO PREVENT CLUTTER AND PROMOTE ORDERLY DEVELOPMENT.**

## **STORAGE**

Permanent outdoor storage should be screened by landscaping or materials compatible with the building's architecture. Site plan design should consider areas to temporary storage of vehicles, manufactured goods, raw materials, etc., so that this temporary storage has minimal impact on neighboring uses and the public.

**ENERGY CONSERVATION IN SITE AND ARCHITECTURAL DESIGN MUST BE EXPLORED AND UTILIZED WHENEVER POSSIBLE.**

## **SITE DESIGN**

The site should be designed for efficient orientation of structures allowing passive solar heating. Buildings should be oriented on the site in order not to shade one another, causing a need for excessive space heating requirements. There should be ample use of deciduous shade trees to shade the structures in the summer and allow for sun penetration through to the building in the winter.

## **BUILDING DESIGN**

Buildings should be designed so as to minimize energy requirements. Energy conservation measures include but are not limited to building orientation to the south, south-facing windows, window overhangs, maximum use of double glazing, use of solar energy collectors, green house glazing for passive solar heating, earth berming against exterior walls etc.