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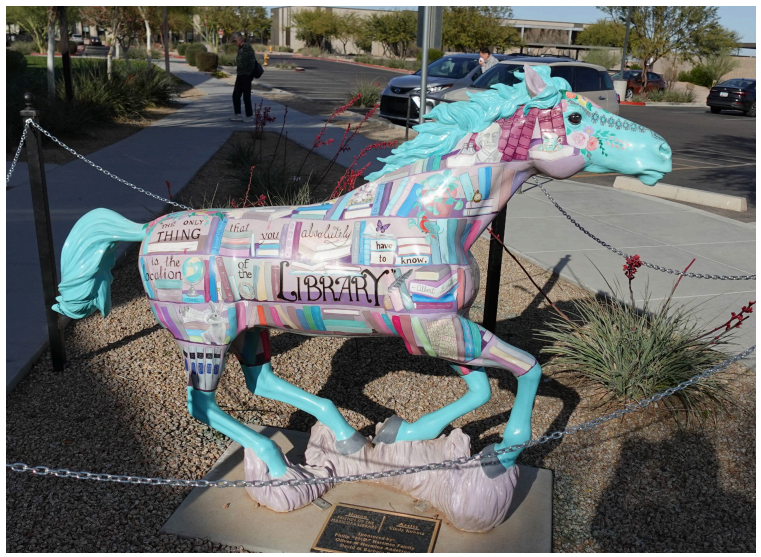
CITY OF MARICOPA

NON-RESIDENTIAL

DESIGN GUIDELINES



Introduction

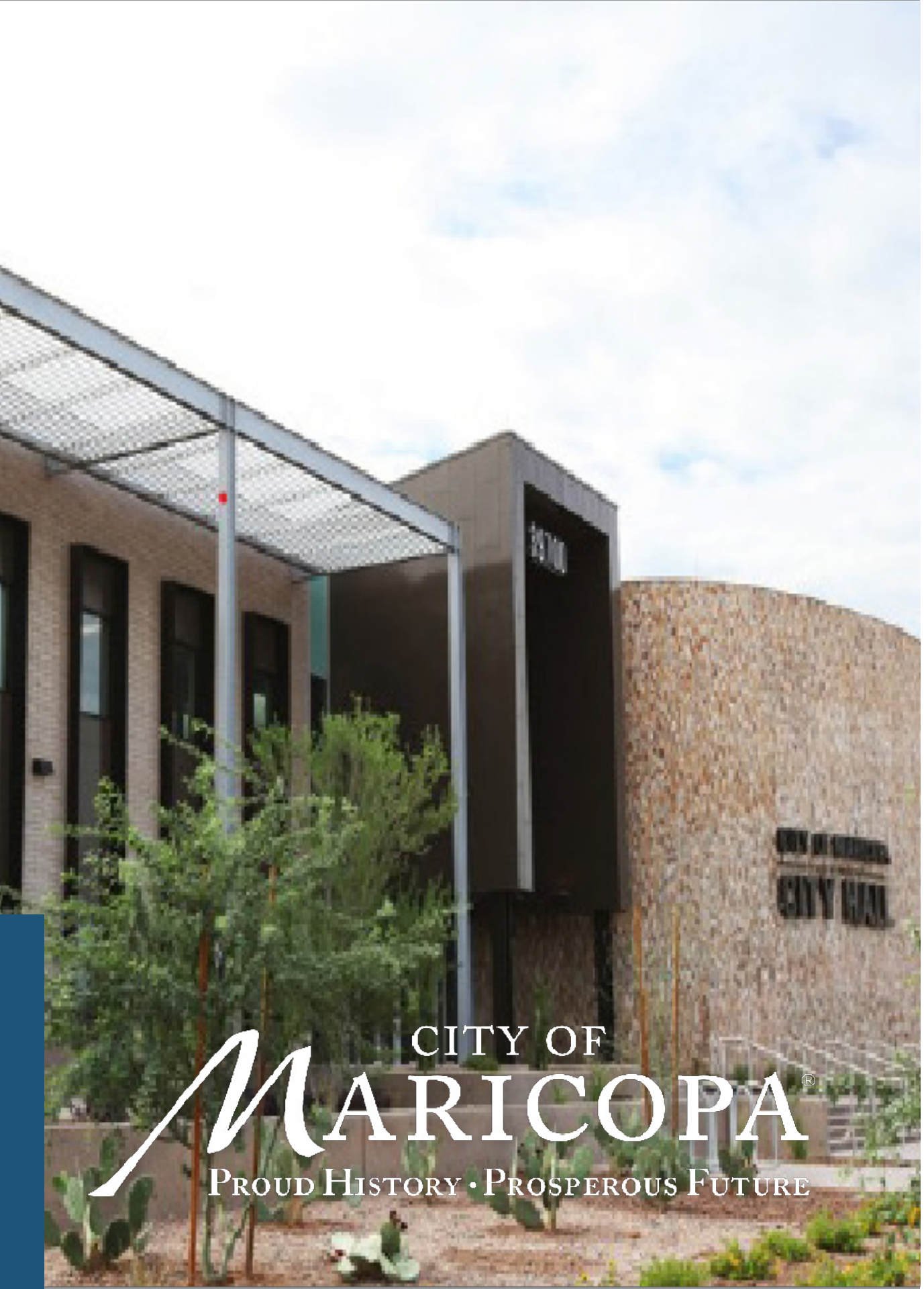
The Non-Residential Design Guidelines are intended to promote physical activity and health in the design of development projects. The City of Maricopa encourages the creative and innovative use of current and emerging development practices and seeks to strike a balance between the needs of the commercial and industrial industry, the employer, employee, City, consumer, and the resident. These guidelines seek to provide project designers the City's expectations for non-residential development.

Purpose and **Intent**

These guidelines are designed to further the goals and policies of the City of Maricopa's General Plan. This includes emphasizing visual character, health, environmentally conscious design, and pedestrian-friendly opportunities to establish a healthy sustainable community. Furthermore, Maricopa's General Plan outlines the desire to foster sustainable community development that creates a sense of place for residents and local businesses that are unified by pride and common values. Compliance with the Guidelines are required and will be evaluated during the Development Review Process (Site Plan). Serving in conjunction with the General Plan and Zoning Ordinance, these guidelines were prepared to promote and create a sense of community, livability, and unique identity for the residents of Maricopa. The intent of this Manual is to provide a set of specific criteria that will achieve the City's design expectations by providing a framework so that future commercial and industrial developments offer a variety of diverse and attractive building architecture, site design, and functionality.

Discretionary **Decision** Making

City staff will review all site and building design review applications to determine conformance with these guidelines, the Zoning Ordinance, and any other applicable City development code requirements. Every project is unique and may require some decisions to be made on a case-by-case basis. While some provisions of these guidelines include quantitative standards, most require qualitative interpretation. The Zoning Administrator has the latitude to interpret these guidelines and to permit flexibility so long as proposed projects meet the intent of these guidelines.



NON-RESIDENTIAL DESIGN GUIDELINES

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1. SITE **DESIGN**

A. LAYOUT/ORIENTATION

1. Where appropriate, buildings and uses should be integrated with public spaces and planned active amenities.

2. Building placement and orientation along the street shall be staggered, angled or curved to provide modulation and interest. Angled or sculpted building corners and/or open plazas are encouraged at corner locations.

3. Dated "L" shaped suburban shopping centers should be avoided. Clusters of smaller buildings with pads at the street edge are strongly encouraged. **(Figure 3)**

4. The development should be designed to facilitate the efficient use of energy through building orientation, window and door placement, landscaping, awnings, canopies, window treatment (i.e., glazing), and other appropriate design solutions.

5. The site should integrate natural features into the development template such as topography, prominent view corridors and washes.

6. Drainage basins shall not occupy more than fifty percent (50%) of the front and street side setback and shall be designed as an attractive landscaped element.

7. Provide decorative bike racks throughout the development in accordance with the City of Maricopa Zoning Ordinance requirements. **(Figure 4)**

B. ACCESS AND CIRCULATION

1. Parking lots and circulation should be designed to minimize conflicts between pedestrians and vehicles.

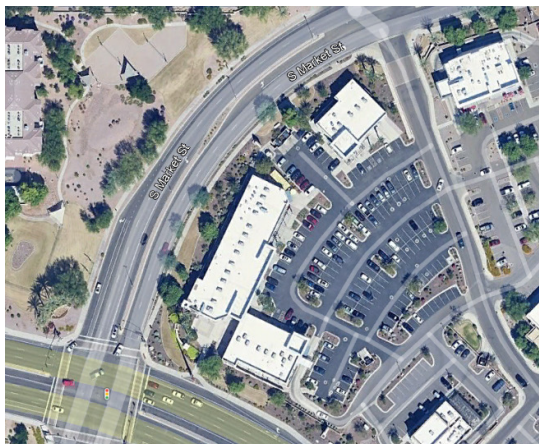


Figure 3

Figure 4

Figure 5

Figure 6

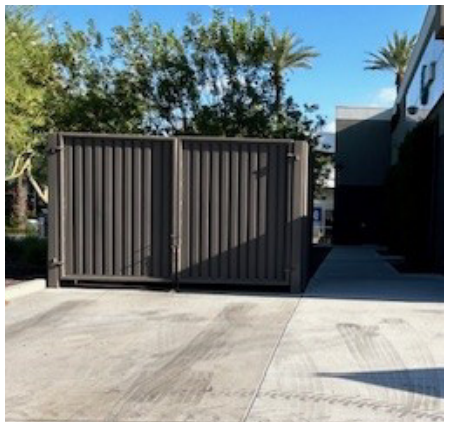


Figure 7

2. Parking lots should be designed with a clear hierarchy of circulation, major access drives with no parking, secondary circulation drives with little or no parking, parking aisles for direct access to parking spaces, and should not conflict with any Sight Visibility Triangles (SVT).

3. Driveway access points and internal circulation should be located as far away as possible from residential properties, schools, parks, and other sensitive uses.

4. All non-residential developments shall provide at least one contiguous pedestrian walkway from the right-of-way to the building entrance walkway or sidewalk adjacent to the building. This walkway shall be ADA compatible, a minimum of five (5) feet in size, and separated from all vehicular movements except where drive aisle crossings are necessary. An on-site pedestrian circulation system shall link the various pads, buildings, and public spaces.

5. All walkways that traverse vehicle drive aisles shall be distinguished with a designated crosswalk, using hardscape materials such as specialty pavers or stamped colored concrete. Decorative materials should be used to clearly delineate pedestrian travel areas from drive aisles. Specialty paving material for walkways shall be developed in accordance with ADA requirements. **(Figure 5)**

6. The use of landscaped pedestrian walkways, separated from vehicular movements in parking areas, should be maximized. When appropriate, walkways should provide shaded pedestrian refuge areas, which may consist of trees, benches, tables, shade structures, or other appropriate elements. Such areas shall be functional and integrated into the site. **(Figure 6)**

6. Shopping cart corrals shall be integrated into the design so as not to encroach upon vehicular or pedestrian circulation paths and shall incorporate security measures to ensure shopping carts remain on site.

7. To encourage alternative modes of transportation, site design should include connections to existing and planned off-site trails and paths and existing and future commercial developments, bikeways, bicycle parking, and the use of mass transit to every extent possible.

8. Trash collection and services should be separated from main circulation routes and shall not be located in parking areas where sight visibility is affected. **(Figure 7)**

9. Utility transformers can be a challenge with respect to sight lines. Site design shall ensure all utility boxes are outside of any site visibility triangles (SVT).

SITE **DESIGN**

C. PARKING AREAS

1. To reduce the visual impact, parking areas should be interrupted through design solutions such as building placement, orientation and landscaping. **(Figure 8)**

2. Utilize compact spaces to the maximum extent possible.

3. Parking canopies shall incorporate design similar to the principal structure on the site or other existing structures in the area. The use of shade and solar canopies are encouraged.

4. The use of landscaped pedestrian walkways, separated from vehicular movements in parking areas, should be maximized. When appropriate, walkways should provide shaded pedestrian refuge areas, which may consist of trees, benches, tables, shade structures, or other appropriate elements. Such areas shall be functional and integrated into the site.

Figure 8

E. PROJECT ENTRY AND CHARACTER

1. To foster a strong "sense of entry", the primary vehicular entrance should be aligned with the most prominent building on-site.

2. For large sites with multiple entry drives, the developer shall select at least one primary drive aisle with enhanced landscaping and entry features.

3. Elements such as project icons, thematic arches, special paving treatments, and mature, full-sized landscaping shall be integrated as a means to unify the project and accentuate the entry. **(Figure 10)**

4. The entry throat into the development shall be distinguished with hardscape materials such as pavers, stamped or colored concrete. Exposed aggregate is not viewed as an acceptable material. **(Figure 11)**

5. Entrances into parking lots should be defined by landscaping and architectural design.

6. Signage should be scaled and architecturally appropriate along primary entries.

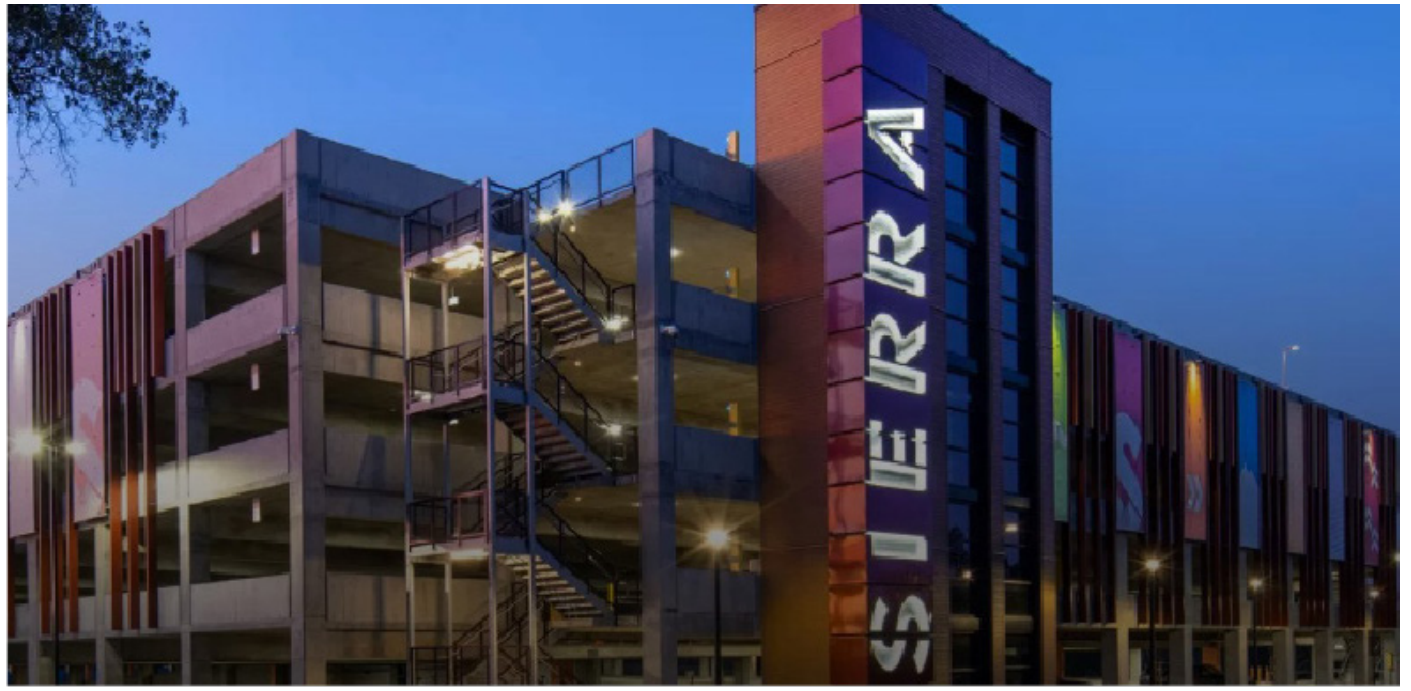


Figure 9

D. PARKING GARAGES

The architectural style of adjacent buildings shall be incorporated into and compliment the design of parking structures. **(Figure 9)**

2. All parking structures shall be screened from view by a combination of the following:
   a. Walls containing architectural details and embellishments.
   b. The planting of trees and shrubs exceeding minimal code requirements.
   c. Grillwork and/or greenscreens incorporating decorative metal artwork, traditional artwork, or panels.
   d. An alternative design that meets the intent of the screening requirements.

3. Substantial massing shall occur at the corners of parking structures to anchor the building and keep the structure proportions more inline with a regular commercial building.

4. Horizontal openings of parking structures should be broken up with vertical decorative columns, creating a sense of rhythm reflecting the contextual proportions of the center or area.

Figure 10

Figure 11

SITE **DESIGN**

F. Crime Prevention Through Environmental Design (CPTED)

All doors that open to the outside shall be well lit and visible from the street, parking area, or neighboring uses.

2. Trash enclosures shall be sited in a safe manner that avoids blind spots and/or hiding areas.

3. The building design should incorporate visual access on rear facades or facades oriented to loading docks or other less visible and trafficked areas.

4. Landscape design should not preclude visibility or surveillance capabilities to common areas and units.

5. Hostile vegetation such as Ocotillo, Cacti, or other plant types that discourage pedestrian movement should be placed adjacent to long remote expanses of perimeter walls, which are not designed as an amenity.

Figure 12

Figure 13

G. PEDESTRIAN AMENITIES/PUBLIC SPACE

1. Site design shall incorporate elements that enhance the pedestrian environment, such as features that reflect human scale, the use of covered walkways for the shelter and shade of the pedestrian, and richness of materials at the pedestrian level. **(Figure 12)**

2. Customer entrances shall provide weather protection features such as awnings, arcades, or colonnades. **(Figure 13)**

3. Walkways should be enhanced by special design features such as towers, arcades, porticos, pedestrian light features, bollards, planter walls, and other architectural elements that define circulation ways and outdoor spaces. **(Figure 14)**

4. On commercial sites with multiple buildings, the buildings should be clustered to augment pedestrian activity and /or public spaces.

5. Public spaces should integrate amenities such as seatwalls, landscaping, hardscaping, and bicycle parking. When clustering of buildings is impractical, a visual and physical link should be established between buildings. These links can be accomplished through architecture, expanded walkways and landscaping. **(Figure 15)**

6. Visual features, such as fountains, sculptures, and art should be incorporated into commercial developments to attract pedestrians. Where a large number of children may be present, pop-jet fountains should be considered. **(Figure 16)**

7. All pedestrian refuge areas shall provide pedestrian scale lighting and concentrated landscaping where appropriate.

8. Outdoor furniture and fixtures should be compatible with the project architecture, shaded, and should be considered as permanent, integral elements of the project and compliment building architecture. **(Figure 17)**

9. The area between buildings should be consciously designed and not an incidental remnant space without a definable function.

Figure 14

Figure 15

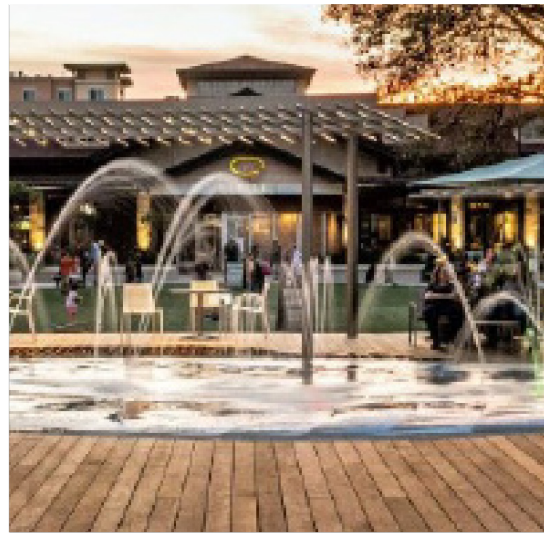


Figure 16

Figure 17

SITE **DESIGN**

H. LANDSCAPING

Use of native vegetation and low water plants shall conform to the Arizona Department of Water Resources Pinal A.M.A. Plant List and be planted in conjunction with an efficient water system.

2. Landscaping shall be used to:
   a. Define areas such as building entrances, key activity hubs, focal points, and street edges.
   b. Provide screening for unattractive/unsightly service areas.
   c. Serve as a buffer between neighboring uses.
   d. Screen drive-through/drive-up lanes. **(Figure 18)**
   e. Provide shade for pedestrian uses.
3. Landscaping shall be provided at the foot of buildings to soften the transition between paved areas on the ground plane and building materials on the vertical plane. Potted plants and other ornamental landscaping can be used in lieu of landscaping. **(Figure 19)**
4. Tree grates should occur along street edges and plazas where a continuous walking surface is needed. **(Figure 20)**
5. Flowering trees should be used to provide color and accentuate entrances. Trees should drain directly in the subsoil and should be protected by grating in hardscape areas when there is not enough space to provide a planter for each tree.
6. Canopy trees should be used in parking areas to reduce the impact of large expanses of paving and to provide shade, as well as to reduce glare and heat build-up.
7. Palo Verde and Mesquite trees shall not be planted adjacent to public rights-of-way , drive isles, primary pedestrian walkways, or in landscape islands. Water harvesting systems are highly encouraged.

Figure 18

Figure 19

Figure 20

Figure 21

Figure 22

I. LIGHTING

Lighting design shall be compatible with the building architecture, with fixtures of a consistent type, and size within the development.

   a. All on-site lighting, outdoor parking, and building lighting fixtures shall be designed with a decorative style that compliments the building architecture of the development unless otherwise accepted by the zoning administrator.
   b. All on-site sign poles (i.e., stop signs, parking signs, etc.) shall be designed with a decorative style that compliments the building architecture and other decorative lighting. **(Figure 21)**

2. Pedestrian scale lighting shall be provided in areas designed for pedestrian activity such as plazas and courtyard and serves as a security function.
3. In the event bollards are warranted to separate pedestrian and/or public spaces from circulation routes, said bollards shall complement the architectural style of the center. Corporate colors applied to the bollards are expressly discouraged.
4. Light fixtures shall be sited, directed, and/or shielded to prevent spot lighting, glare, or light spillage beyond property lines.
5. Decorative theme lighting, accent lighting or lighted bollards shall be placed along access routes and pedestrian pathways to define areas of visual interest, improve visibility, and enhance safety. **(Figure 22)**
6. Dark sky lighting design adjacent to residential areas is encouraged.

SITE **DESIGN**

J. WALLS / FENCES

Perimeter screen walls, parking areas, and other site elements shall be consistent with the established thematic character of the development through the use of common architectural attributes such as colors, materials, and architectural style.

2. Walls adjacent to retention areas, trails, parks, or other useable open space areas shall incorporate regular undulation or variation in materials. Where appropriate, view fencing is strongly encouraged.
3. Parking screen walls shall undulate a minimum of three (3) feet for every one-hundred (100) linear feet.
4. Landscape berms shall be designed in a manner that will support plant growth and reduce the likelihood of scouring and/or the unintentional movement of landscape materials. Landscape berms must meet the three and half foot height requirement and be planted at a density that provides acceptable screening at the time of planting.
5. All non-transparent perimeter walls and/or fences shall incorporate landscaping whenever possible.
6. Where security fencing is required, it shall be a combination of solid columns or short wall segments and wrought iron grillwork.
7. To bring continuity to the overall streetscape, similar elements, such as columns, materials, and cap details, should be incorporated on perimeter walls that transition from one development to another.
8. Chain-link or similar metal work fencing with slats is not considered appropriate for screening purposes and will not be permitted.

K. LOADING AREAS AND TRASH ENCLOSURES

Loading areas and trash enclosures shall be oriented away from arterial streets and abutting residential areas to minimize visual clutter and avoid nuisances. **(Figure 23)**

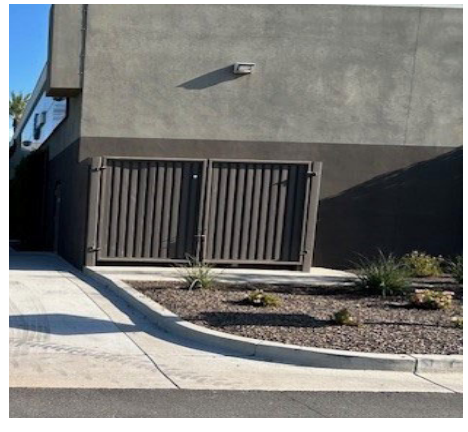
2. Trash enclosures shall be designed with similar finishes, materials, and details as incorporated with the primary buildings of the project. **(Figure 24)**
3. Trash enclosure locations shall be placed in proximate locations for tenant convenience and pickup service and shall not hinder internal traffic circulation or visibility.
4. Loading docks shall be screened from view utilizing design solutions including, but not limited to, decorative walls, trellis/green screens, berming, dense landscaping, or a combination thereof. **(Figure 26)**
5. If visible from public view, roll-up doors are discouraged. However, where such doors occur, the doors should be recessed a minimum of twelve (12) inches into the building to provide a shadow effect.
6. Service and roll-up doors shall be painted to match the building or trim colors and match building architecture.

L. UTILITIES, UTILITY CABINETS, AND MECHANICAL EQUIPMENT

Exterior wall equipment, including electrical meters, electrical distribution cabinets, SES cabinets, shall be incorporated in the design of the building, whether in a separate utility room or in an alcove to allow the equipment to be flush with the building façade. **(Figure 27)**

2. Exterior wall equipment that is contained in an alcove located on a street side shall be fully screened from view through the use of screen walls, landscaping, trellis, green walls, or a combination thereof.
3. Backflow preventers shall not be located at visually prominent locations and shall be painted and well- screened with shrubs, berming, or low-screen walls. **(Figure 25)**
4. All roof drains/downspouts shall be internalized within the building or wrapped and painted to match the building. **(Figure 28)**
5. Roof access ladders shall be internalized within the building.
6. Ground and roof mounted mechanical equipment shall be screened from public view.

Figure 23



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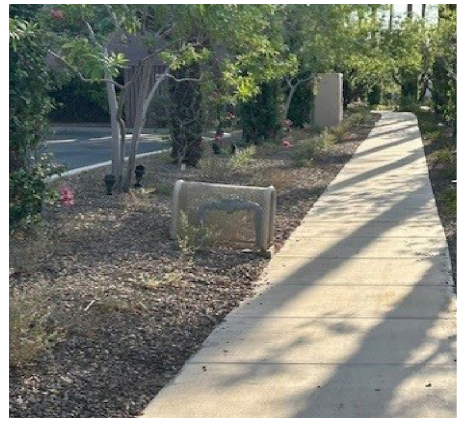

Figure 25

Figure 26

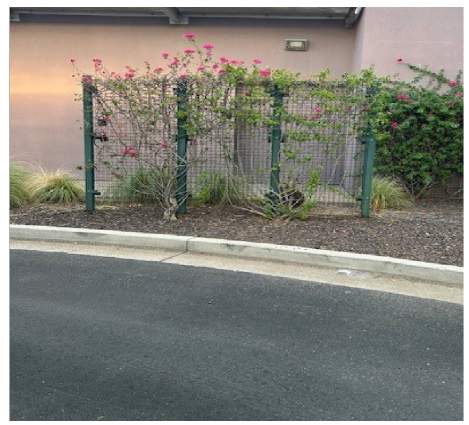

Figure 27

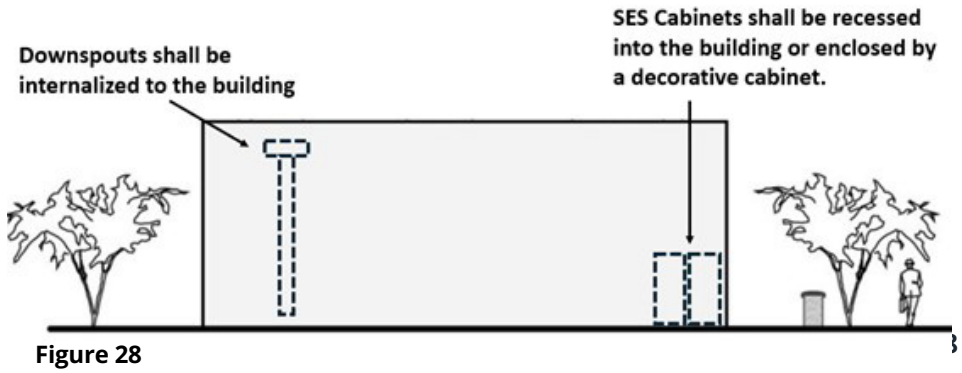

Figure 28

2. ARCHITECTURAL **FORM**

A. DESIGN CHARACTER

Multi-tenant commercial centers shall have a consistent architectural style and thematic palette throughout the development. **(Figure 29)**

2. A commercial complex shall establish a consistent architectural style with individual buildings designed with complementary forms and materials. **(Figure 30)**

3. All sides of the building shall receive proportionate design consideration and treatment (360 degree architecture).

Figure 29

Figure 30

B. BUILDING MASS

Perceived building mass shall be reduced by dividing the building into small scale components by providing a well defined base, middle, and top to the building. **(Figure 31)**

a. A solid building base may be achieved by elements such as low planters and walls, base planting, a base architectural veneer banding (wainscot) and treatments defined by a different material, texture or color.
b. A distinct building middle may be achieved by the addition of covered walk ways, trellises, colonnades, or architectural awnings that provide deep shadow.
c. A well defined building top may be achieved by utilizing features such as distinct and multiple architectural roof forms, clearly pronounced eaves, and distinct parapet designs and cornice treatments.

2. Building mass should be broken by dividing the building into smaller components and creating functional public space and pedestrian oriented areas between the buildings.

3. The use of colonnades along street fronting facades should be considered to reduce the massing of tall buildings and add pedestrian scale and interest. **(Figure 32)**

4. Non-entry facades that face roads or views from public spaces should incorporate additional architectural treatments, such as pilasters, recessed areas, and windows with spandrel glass that give the appearance of windows facing the street.

5. Surface detailing, such as score lines or heavy stucco, should not serve as a substitute for distinctive massing.

Figure 31

Figure 32

2. ARCHITECTURAL **FORM**

C. FENESTRATION / WALL PENETRATIONS

Windows and doors should include visually prominent framing and accent elements. Materials, shape, and proportions shall complement the architectural style of the building.

2. Twenty-five (25%) of the primary entry façade shall be windows. Commercial developments in excess of 70,000 square feet shall provide fifteen percent (15%) of the primary entry façade in windows. Industrial developments shall provide ten percent (10%) of the entry façade in windows. Faux windows may be counted towards this requirement.
3. Windows should be utilized in a manner that breaks up the façade and provides visual access or the appearance of visual access to the building. **(Figure 33)**
4. Windows shall employ design details appropriate to the architecture, such as mullions, arched windows, shutters/faux shutters, window surrounds, awnings and canopies to break the scale of the facade into smaller components.

Figure 33

Figure 34

Figure 35

D. BUILDING MASS

To ensure a minimal amount of horizontal articulation/undulation, no building wall on the primary building façade shall run more than fifty (50) feet without employing one (1) or more of the following: **(Figure 34)**

a. A twelve (12) inch off-set in wall plane.
b. A column or pier at least one (1) foot wide and eight (8) inches deep.
c. A building corner or projection.
d. Or a significant texture change.

2. Architectural elements, such as overhangs, trellises, projections, awnings, insets, material, texture, and color, shall be used to create shadow patterns that contribute to the building's character. **(Figure 35)**
3. Wall elevations/façades should terminate at a logical point such as a column or tower element.
4. Alternative designs will be reviewed for consistency with the intent of this section.

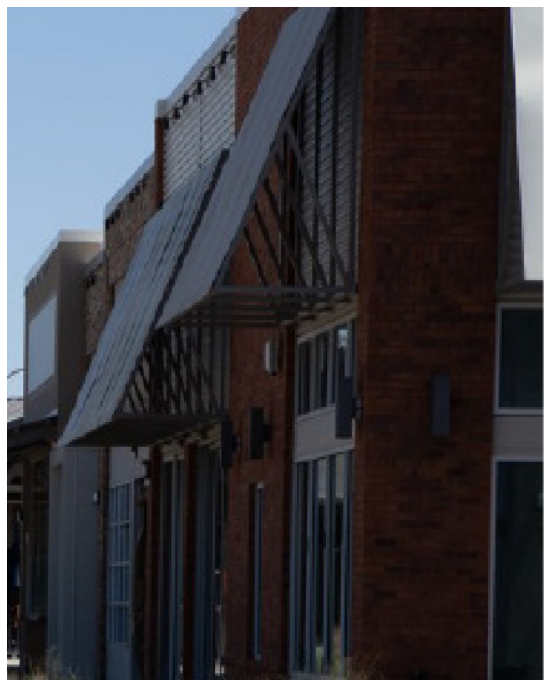

Figure 36

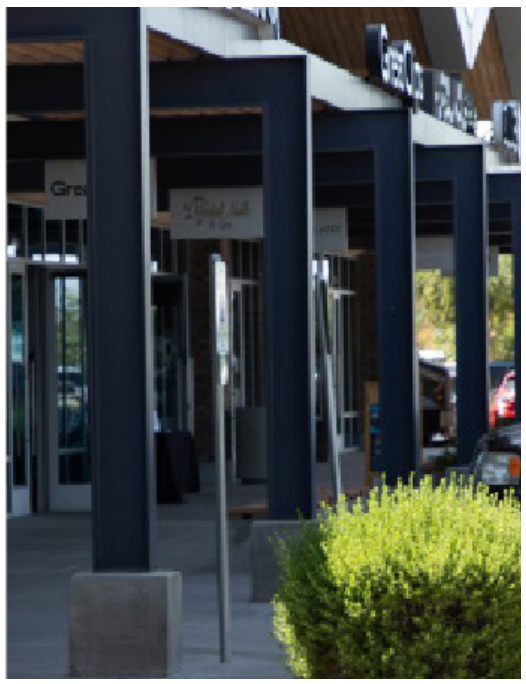

Figure 37

E. ROOF PLANES

Roof lines shall be varied in height, form and materials. Parapet roof lines shall be varied by stepping up and down or incorporating pitched roof elements. **(Figure 36)**

2. Deep overhangs should be integrated to create shadow and add depth to facades. **(Figure 37)**
3. All roof mounted equipment shall be screened from view. A line-of-sight exhibit shall be provided showing the effectiveness of the proposed screening methods from the public right- of-way. For projects abutting single-family residential homes, mechanical equipment shall be screened from all adjacent second story windows.
4. All screening materials shall be compatible with the colors, materials, and design of the building.
5. When awnings are utilized as a decorative feature on the facades of buildings, they should function as a shade feature as well.

2. ARCHITECTURAL **FORM**

F. STOREFRONT PROPORTION

The main entry into a store should be emphasized to announce a point of arrival in one or more of the following ways:

a. Flanked by columns, decorative fixtures, or other details.
b. Recessed within a larger arched or cased decorative opening.
c. Covered by means of a portico projecting from or set into the building face.
d. Punctuated by means of a change in roofline, tower, or a break in the surface of the subject wall.

2. Commercial storefront entries should be recessed and/or sheltered by a covered arcade structure, colonnade, canopy, or awning.

G. COLORS AND MATERIALS

All developments shall employ the integrative use of multiple exterior accent materials including, but not limited to, veneer, brick, stone, metal, masonry and other materials in appropriate quantities with the proposed elevations. **(Figure 38)**

2. Material changes shall occur at intersecting planes, preferably at the inside corners of changing wall planes or where architectural elements intersect such as a pilaster, projection, or fence line. **(Figure 39 and 40)**
3. When stucco is utilized a light to smooth finish is required and shall be blended with other finish materials, such as stone, brick, wood, and/or iron.
4. As the context dictates, a rich and distinctive color palette shall be employed to create a sense of variety and interest to exterior elevations. Art and murals are encouraged.

Figure 38

Figure 39

Figure 40

Figure 41

Figure 42

3. INDUSTRIAL

Wall forms shall be articulated with changes in massing, colors, and material. Such a change in horizontal walls shall occur every fifty (50) feet or less. **(Figure 41)**

2. Where appropriate, colonnades should be utilized along the street frontage façade to reduce the massing of tall buildings and add pedestrian scale. **(Figure 42)**
3. Structures two-story or higher should incorporate a step in the vertical plane to reduce the scale of the building. This step can be accomplished by stepping back the floors above the first or by projecting first floor elements on wall surfaces.
4. A full pitched roof over an entire industrial building is not realistic. However, where feasible and appropriate to the architectural style of the building, a pitched roof element should be provided over the entry and office portion of the structure.
5. Pre-cast walls/tilt-up, or other types of construction, shall incorporate reveals, recessed panels, recessed windows, and/or molding to articulate the building exterior.
6. All concrete pre-cast/tilt-up buildings shall be designed to have an exterior appearance of conventional built structures utilizing surface treatments such as, stucco, plaster, glass, stone, brick, or decorative masonry. **(Figure 43)**
7. Industrial developments shall provide ten percent (10%) of the entry façade in windows. Faux windows may be counted towards this requirement.
8. Expansive paved areas located between the street and the building should be avoided in favor of multiple small lots separated by landscaping and buildings.
9. To soften the transition between industrial and residential uses, elevations facing residential uses shall be substantially consistent with the architecture exhibited on the front elevation.

Figure 43

4. SPECIFIC **DEVELOPMENT**

A. GAS STATION AND CAR WASH

All structures on-site (including canopies, kiosks, car wash facilities, gas pump columns, bollards protecting the gas pumps, gas pumps (excluding sign toppers), shall be consistent with and complement the architectural design of the primary building and overall project site. **(Figure 44)**

2. Bay door and car wash openings should be oriented to reduce visibility of these areas from public streets and should not face residential properties. Reverse orientation for canopy and service areas is encouraged. **(Figure 45)**
3. Light fixtures mounted under canopies shall be completely recessed into the canopy with flat lenses that are translucent and completely flush with the ceiling of the canopy. The fascia's for the canopy shall extend below the lens of the light fixtures twelve (12) inches. Unless overlapping a portion of the principal building, gasoline canopies shall not exceed the height of the principal building. **(Figure 46)**
4. Lighted bands, tubes, or corporate colors shall be limited to accent elements and not be primary design features.
5. All gas tank vent piping shall be screened from arterial streets and public view.
6. Gas station and car wash developments adjacent to residentially zoned properties shall comply with all lighting and noise limitations of the zoning ordinance.

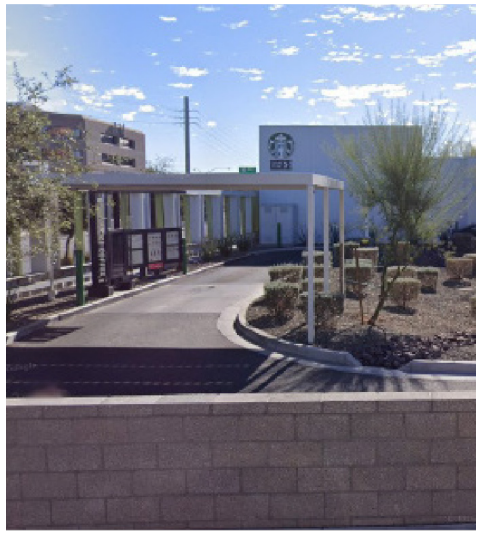

Figure 44

Figure 45

Figure 46

B. DRIVE-THROUGH FACILITIES

Queuing lanes shall be designed so that waiting vehicles do not block parking stalls or interfere with the movement of traffic (on or off-site) or pedestrians.

2. The primary visual presence along major street frontage should be the building front, not the drive-through aisle or parking lots unless otherwise accommodated through other design characteristics.
3. Drive-through menu boards shall be screened from street view, and architecturally integrated with the building design through the use of common materials, colors, and landscape. **(Figure 47)**
4. All drive-through facilities, including drive-through lanes and stacking areas shall be adequately screened from street view by building orientation, landscaped berm or a screen wall measuring three and a half (3.5) feet from grade of the driving lane, and situated so not to disrupt safe traffic flow. **(Figure 48)**
5. Drive-through lane, including entry and exit points, shall be separated from vehicular parking areas and access aisles through curbing, landscaping, etc.
6. Drive-through windows and canopies shall be architecturally integrated into the building. **(Figure 49)**
7. Drive-through lanes should not be located at intersections, corner lots, or internal drive aisles.

Figure 47

Figure 48

Figure 49

4. SPECIFIC **DEVELOPMENT**

C. OFFICE COMPLEXES AND OTHER COMMERCIAL CENTERS EXCEEDING 50,000 SQUARE FEET OR 5 ACRES (NET).

1. A minimum of four (4) of the following items shall be achieved in addition to the other required Design Review elements:
   a. Provide freestanding architectural features that are thematically consistent. Such features may include entry arches, fountains, formal entry aisles, obelisks, trellises, integrated artwork, clock towers, and other similar features.
   b. Provide angled or staggered building orientation to achieve varied alignment of building fronts and site design features that in turn create functional outdoor spaces and/or enhanced intersection features.
   c. Provide a tree-lined "Boulevard" at median break(s), with detached sidewalks and landscaping.
   d. Where appropriate, locate artistic elements in open public locations. Artistic elements must be consistent with the overall theme of the center/ facility. Artistic elements may include sculptures and murals, decorative gates and fences, walls, benches, fountains, walkways, etc.
   e. Incorporate planter and seating features in pedestrian areas throughout the site, including areas along the front of the buildings. **(Figure 50)**
   f. One or more of the buildings are pushed to the street such that there is no intervening parking between the building and the street line.
   g. Any other design amenity, which is otherwise not required but which meets the general intent for design innovation, may be substituted for any of the above additional quality standards.
   h. Any single development, or combination of developments, totaling 50,000 square feet or more of gross floor area shall provide one (1) unique pedestrian-oriented feature. Acceptable features may include, but are not limited to, fountains, sculptures, murals, or other generally recognized forms of public art **(Figure 51 and 52).**

Figure 51

Figure 50

Figure 52

Figure 53

4. SPECIFIC **DEVELOPMENT**

D. SHOPPING CENTER / LARGE SCALE RETAIL

1. Any development involving a shopping center or large-scale retail establishment shall provide the following, in addition to the other required design review elements:
   a. Building mass shall be divided into smaller components, thereby creating functional public space and pedestrian friendly areas.

b. **Primary Themed Entry**

The primary themed entry should contain a triangular landscaped area on each side. The triangular landscaped area should be defined by a) a minimum of fifty to one-hundred (50-100) feet along the property line adjacent to the arterial right-of-way, and b) a minimum of fifty to one-hundred (50-100) feet along the face of curb along the entrance drive. Landscape triangles should include thematic elements such as water features, clock towers, public art, or other architectural features.**(Figure 53)**

c. **Main Circulation Aisle**

The main drive aisle connecting major public roadways to drive aisles interior to the site shall be considered the main circulation aisle. Main Circulation Aisle(s) shall be delineated and distinguished from the surrounding parking area through the use of substantial hardscape treatments, landscaping, decorative lighting, and other design elements, and shall provide no direct access to any parking spaces within fifty (50) feet of the entry.

d. **Shading**

Pedestrian routes located adjacent to building wall shall include functional shade. Shade will be provided by roof overhangs, landscaping, or other architectural materials, and will provide shade for the entire width of the sidewalk along at least fifty percent (50%) of the building wall. **(Figure 54)**

e. **Public Art**

Any single development, or combination of developments, totaling 50,000 square feet or more of gross floor area shall provide one (1) unique pedestrian-oriented feature. Acceptable features may include, but are not limited to, fountains, sculptures, murals, mosaics, or other generally recognized forms of public art **(Figure 55 and 56).**

Figure 54

Figure 55

Figure 56

Figure 55

4. SPECIFIC **DEVELOPMENT**

D. SHOPPING CENTER / LARGE SCALE RETAIL (Cont.)

e. **Principal Pedestrian Walkways**
Principal pedestrian walkways, consisting of a fourteen (14) foot landscaped aisle, incorporating a six (6) foot walkway, defined with trees and shrubs, shaded with softscape or hardscape materials, and extending from the adjacent arterials to principal building entrances. A minimum of one such walkway will be provided per every three hundred (300) feet of primary or business front footage, or as otherwise deemed to meet the intent. A minimum of one such walkway will connect to the main entrance of a principal building/tenant. **(Figure 55)**

f. **Interior Pedestrian Walkways**
Clearly defined pedestrian circulation systems shall be provided throughout the project site. Interior pedestrian walkways connection parking areas to other pedestrian walkways or buildings shall consist of (at a minimum) a six (6) foot walkway clearly delineated with decorative pavers or other architectural elements. Such walkways shall be designed to provide shade through landscaping and other materials. **(Figure 56)**

g. **Public Space**
Public Spaces shall be provided in the form of plazas, courtyards, and/or outdoor eating areas, located adjacent to large-scale retail establishments and/or to other buildings on the site, at a ratio of a minimum of nine-hundred (900) square feet for each one-hundred thousand (100,000) square feet of Large Scale Retail. Public space shall contain benches, decorative pavers, trash receptacles, and other thematic elements to provide a distinctive identity and sense of place. Seating areas and walkways connecting the refuge area to buildings or other walkways shall be shaded using trees, roof overhangs, canopies and/or similar design alternatives. An arbor may be used place of a tree. **(Figure 57)**

h. **Bicycle Facilities**
Facilities for bicycle parking shall be shaded and integrated into the site at the main entrance of the principal building.

i. **Cart Storage**
The design of shopping cart storage shall compliment the established architectural theme of the center.

Figure 56

Figure 57